

# Hongkong Daily Press.

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HONGKONG.

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60 cents Per lb.

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### Consider the Suffering

Entailed in an attack of Fever, Influenza or any other disease disseminated by Germs.

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Per Pint Bottle 75 cts.  
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is a better investment than drugs, and, there's no suffering.

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### THE PHARMACY

The Red Building (opposite Ice House)

### THE POWER STATION CALAMITY AT SHANGHAI.

#### SPECULATION AS TO HOW IT OCCURRED.

The Y. C. Daily News gives the following account of the calamity which was briefly reported by cable last week:— Three foreigners were killed and one seriously injured in a terrific explosion which occurred shortly before 11 o'clock on November 13th, in the turbine house at Riverside Power Station. At least four Chinese—the number of fatal Chinese casualties is variously reported between four and 10—also lost their lives, while some 15 others are in hospital, suffering from burns and other injuries.

The foreigners killed were:— Mr. J. E. Wilson, switchgear superintendent; Mr. C. W. Donaldson, representative of the Parsons turbine manufacturers, who was sent out from England to erect the new plant; Mr. T. Moodie, charge engineer; Mr. W. Whitlock, also a charge engineer, lost a leg, which was amputated soon after the explosion. It is hoped that he will recover.

The explosion occurred in one of the new 30,000 K.W. turbines, which was being run on trial for purposes of balancing. As the three engineers who were in charge of the test are killed, it can only be surmised what caused the accident. As far as is known, the turbine was running at normal speed disconnected from its generator. It is thought that the speed must have abnormally increased and that the emergency trip valve, the function of which is automatically to shut off steam in the event of the turbine over-speeding, may have failed to act, which allowed the rotor to attain an abnormally high speed.

THE TURBINE WRECKED. The fact remains that the rotor burst, and in doing so entirely wrecked the turbine cylinder and the whole of the steam turbine itself. The rotor and fragments of the cylinder were thrown in various directions in the immediate vicinity. Part of the rotor was hurled against one of the steel columns of the building, from which it apparently glanced and buried itself in the 6,000 volt switchboard which has recently been erected for controlling the auxiliary plant in the power house. This completely wrecked a section of the switchboard, thus cutting off the supply to the two main circulating water pumps which were supplying the condensers of two 15,000 K.W. machines, running on load at the time.

The steam end of the turbine is an absolute wreck beyond repair, but it is believed from a superficial examination that the generator is intact and may possibly be recoverable when another turbine is built for it, a matter of at least 12 months.

Immediately after the accident the power house was filled with live steam caused through the pipe serving the turbine having been blown off when the rotor exploded, consequently a total shut down of the power supply took place. The supply on various parts of the system was restored at 12.00 p.m. and the remainder as it became possible to clear things up in the power station and get other machines into commission.

It has been suggested above that the cause of the turbine rotor bursting may have been due to failure of the over-speed trip gear to operate. On the other hand there is also the possibility of the turbine shaft itself having a flaw. It is too early to attempt to pronounce a definite opinion, but at the moment the former theory is considered the more likely.

### INCIDENT AT AMOY.

#### AMERICAN NAVAL LAUNCH FIRED ON.

STRONG DEMAND FOR REPARATION.

An American News Agency at Peking says:—

A nasty incident occurred at Amoy on October 20th, when a motor launch from the U.S.S. *Hubert* was fired on by a small party of soldiers as it was plying between the destroyer and the dock. Fortunately the launch managed to speed away and no one was injured.

The Commander of the *Hubert* immediately reported the affair to Captain Lincoln, who commands the Destroyer Division of the Asiatic Fleet, who in turn took it up with the American Consul, Mr. Carlton, in Amoy. General Lai Shih-huang, the Commander of the Kiangsi Forces, who was responsible for the troops, was informed of the attack in which twenty shots were fired on a launch flying the American flag and going about peaceful business in the Amoy harbor.

In his communication the American Consul demanded a full apology and severe punishment for the officer and soldiers involved. General Lai was out of Amoy but two days later he sent his Counsellor and Secretary to the *Hubert*, and a profuse apology was given to the Commander, who at the instructions of Captain Lincoln accepted it. However, the Chinese said that the soldiers had each been given six months' imprisonment while the officers were only penalized three months' pay. Captain Lincoln refused to accept the punishment inflicted on the officers, which was out of proportion to the gravity of their offence, and he demanded that they be removed to the ranks.

On the 28th General Lai informed the Consul that such action had been taken, and Admiral Washington, Commander of the U.S. Asiatic Fleet, to whom the whole matter had been referred, accepted it, and the incident was thus closed.

### HONGKONG SHARE MARKET

#### CLOSING QUOTATIONS

NOVEMBER 20th, 1923.  
Hongkong and Shanghai Banks ..... \$1070 b.  
Union Insurance ..... \$237 b.  
W.K. & M. Steamboats ..... \$161 b.  
Star Line ..... \$50 b.  
Whampoa Dock ..... \$151 b.  
Hongkong Land ..... \$68 s.  
Hongkong Hotels ..... \$251 s.  
Humphreys Estates ..... \$231 s.  
Ewo Cotton ..... \$12 1/2 s.  
China Provident ..... \$24 b.  
Watsons ..... \$21 b, 2 1/2 s.  
Hongkong Electric ..... \$113 b, 3 1/2 s.  
b.—buyers; s.—sellers; na.—naïve.

### REJUVENATION.

Dr. STRANDGARD is shortly leaving Vienna for the East, and will visit Hongkong on completion of his Indian Tour in January, for the purpose of administering THE NEW VITAL GLANDS SERUM to a limited number of patients. This rejuvenating serum has been administered with marvellous results in London, Paris, Vienna and Berlin. Application, strictly confidential, to: DR. STRANDGARD, HOTEL TAJ MAHAL, BOMBAY.

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(Incorporated in England 1920) with which is affiliated

THE ALLAHABAD BANK, LTD., INDIA.

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Subscribed and Paid Up ..... 23,594,160  
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CAPITAL (FULLY-PAID) ..... 55,000,000  
RESERVE FUND ..... 25,980,000  
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LONDON: Messrs. Glyn, Mills, Currie & Co. Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.

PARIS: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.

BANQUE DE PARIS et des Pays-Bas.

LYONS: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.

NEW YORK: The Irving Bank—Columbia Trust Company.

SAN FRANCISCO: The Crocker National Bank of San Francisco.

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English Palmer Tyres and Repair Outlets for Sale.

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Of Hand-made Chinese Linen Drawn-Work and Embroideries, Dealers in all kinds of Silk Goods of the Best Quality, Cluny, Filet, Venetian Point, Honiton Point, Renaissance Point, Irish Crochet Laces and Collarettes, Waists and Dresses from the Latest French Patterns, Mandarin Costumes, of Various Designs, and Feather-Ware.

WHOLESALE AND RETAIL.

Inspection cordially invited. Telephone 3303.

A Galaxy of Bargains.

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All Kinds of LADIES' FANCY GOODS.

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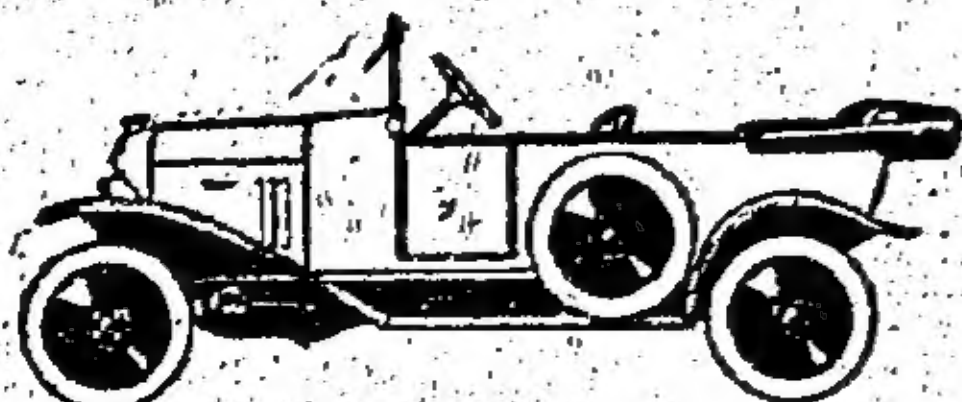
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## CRIMINAL SESSIONS.

(Before His Honour the Police Judge  
(Mr. Justice Gompertz).)

### THE TERROR OF SHAUKIWAN.

MULLY WHO WAS KILLED BY ONE  
OF HIS VICTIMS.

Yesterday morning Lam In, a paint scraper, of small delicate appearance and aged 22 years, was indicted for the murder of Wan Leung at Shauiwan West. The Attorney-General (the Hon. Mr. J. H. Kemp, K.C.) conducted the case for the Crown and Mr. N. T. Brewer defended the prisoner.

The Jury empanelled for the case were: Messrs. W. H. Coole (foreman), R. C. Chatterton, E. W. Duggan, E. V. M. de Sousa, E. H. R. O'Farrell, R. M. Smit, and J. P. Pereira.

The Attorney-General said one of the two principal witnesses for the Crown was seriously ill in hospital and he would ask permission for this man's evidence to be read. According to this man's evidence, on the evening of October 22nd he was standing at the bottom of the Lam On Fong lane, in Shauiwan West, with the deceased and two friends when he heard a noise and a thud, and he saw that the deceased Wan Leung, had fallen to the ground. He also noticed the prisoner strike him with an axe. The prisoner went away towards Sai Wan Ho. Another witness (Chan Tung) would give corroborative evidence. The injured man was found propped up against a wall at the end of the lane by an Indian constable. In the company of Chan Tung the Police found the prisoner in boatshed No. 43 and arrested him. The prisoner afterwards took the police to shed 34 and pointed out a corner and there the axe (produced in Court) was found. The injuries received by the deceased were very severe. There was a cut on the head penetrating the brain and a cut on the thigh which splintered the bone. When charged at the Police Station, the prisoner said: "I did strike him by hitting him twice with an axe because he struck me many times—several times this year and several times last year. He struck me last year because I refused to join his club, which is a Triad society." At the Police Court the prisoner said: "Wan Leung (the deceased) tried to squeeze me. He demanded \$30 from me. He wished me to join his Triad society but I refused to join it. He threatened to kill me in the future. That night I met him. If I had not cut him that night he would have killed me. He threatened to shoot me with a revolver. That is all." That seems to be a clear confession, commented the Attorney-General, of an act which in law amounts to murder. There is no suggestion that the prisoner acted in immediate defence of his own life. The prosecution are not prepared to contest the prisoner's statement regarding the threat; in fact we are prepared to accept that statement. How far there was any real danger is problematical. As a matter of fact, that there was danger does not reduce his crime below the very serious crime of murder, but you are always at liberty to add anything you may think fit in your verdict.

Mr. Brewer, for the defence, said that according to the prosecution, the accused came behind the deceased and deliberately struck him with an axe. "But I think I will prove," said Counsel, "that the deceased was a most notorious character. He was a man who terrorised the whole neighbourhood, and was head of a Society which shirked nothing in the attainment of its objects. The leading witness for the prosecution—who, unfortunately, is not here—is also a leading member of this Society."

Continuing, Counsel said his Lordship had ventured to say during the cross-examination of the Crown's witnesses that with the death of Wan Leung the terror of the neighbourhood would be removed, but he would dare to say that the terror of the Society still existed and it still terrorised the neighbourhood. The prisoner would tell how he originally met the deceased on the bridge on the Kwan and that the deceased, with his companions, assaulted him. The prisoner made his escape and was pursued to the passage-way where the deceased met his death. There the prisoner, by the light of a house across the way, saw an axe lying on the ground, and with it struck the deceased who, with the others, was pursuing him.

"The appearance of the prisoner," continued Mr. Brewer, "speaks for itself. His appearance is more in his favour than anything I can say. He is the very type which the big bully likes to pick on to torment, but he is that type of small person who refuses to be cowed."

The prisoner then went into the witness-box and corroborated his Counsel's statement, adding that when he was being chased his pursuers fired two shots at him.

The Attorney-General, addressing the Jury, pointed out that the onus of proving that he was justified in killing the deceased rested on the prisoner, who had not discharged that obligation. The predominant fact against the prisoner's case was that he did not say a word either at the Police Station or at the Magistracy about being attacked by men who fired a revolver at him.

The Jury returned a unanimous verdict of "Not Guilty," and the prisoner was discharged.

## INTIMATIONS

### THE HONGKONG JOCKEY CLUB.

AN EXTRA GYMKHANA MEETING will be held (weather permitting) at HAPPY VALLEY on SATURDAY, 1st DECEMBER, 1923, commencing 2.45 P.M.

The Charge for Admission to the Public Enclosure will be \$1. Soldiers and Sailors in uniform Half Price.

Members are advised that they must show their Badges to obtain Admission to the Members' Enclosure.

Each Member has the right of introducing 2 Non-members to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LINSTED & DAVIS at \$5 up to Friday, November 30th.

The Stewards invite the Ladies of Hongkong to be present.

### HONGKONG ENGINEERING AND CONSTRUCTION CO. LTD.

#### NOTICE OF MEETING.

NOTICE IS HEREBY GIVEN that the ANNUAL ORDINARY YEARLY MEETING OF SHAREHOLDERS OF THE HONGKONG ENGINEERING AND CONSTRUCTION CO. LTD. will be held at THE HONGKONG HOTEL, Pedder Street, Hongkong, on WEDNESDAY, the 28th DAY OF NOVEMBER, 1923, at 12.00 Noon, for the purpose of receiving the Report of the Board of Directors and a Statement of Accounts for the period from 25th October, 1922, to the 30th June, 1923, and of electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 26th November, both days inclusive.

By Order of the Board,

S. COURTNEY COOK,

Hongkong, 15th November, 1923. [1575]

### HONGKONG TRAMWAY CO. LTD (INCORPORATED IN ENGLAND.)

NOTICE IS HEREBY GIVEN to Shareholders in the above-named Company that the Special Resolution to Wind up the Company and the Extraordinary Resolution providing for the Distribution or sale of the Company's holding of Shares in the HONGKONG TRAMWAYS LIMITED (Incorporated in Hongkong), of which Notice has been given to the Shareholders having been confirmed by the REGISTERS OF SHAREHOLDERS in the above named Company both in London and in Hongkong WILL REMAIN OPEN UNTIL THE 30th DAY OF NOVEMBER, 1923, for the purpose of registering Transfers of Shares after which Date the said Registers will be Closed and the Liquidator will proceed to a Distribution of the Assets of this Company among the Persons appearing as Shareholders upon the said Registers in accordance with their rights and with the said Extraordinary Resolution.

W. F. STIMMONS,

For and on behalf of  
EDWARD RITCHIE MORRIS,  
Liquidator.

Hongkong, November, 1923. [1525]

### S.S. "TAITO MARU" PIRACY NEAR WHAMPOA ON 14th NOVEMBER, 1923.

TWO Bills of Lading (No. 1 covering 500 tons of Endo Unscreened Coal, No. 2 covering 2,495 tons of Kasai Unscreened Coal) with Consignees Covers by the above vessel, having been, presumably purloined by pirates or some unauthorised persons, WE HEREBY GIVE NOTICE that all such Bills of Lading originally issued in Kowloon have been cancelled and Owners of the Steamer are making their own arrangements with Receivers. Anyone able to give any information with regard to the above Lost Bills of Lading kindly communicate with Owners' Agents, the YAMASHITA KISEN KOGYO KAISHA, HONGKONG.

Hongkong, 19th November, 1923. [1588]

### THE BEN LINE STEAMERS.

#### NOTICE TO CONSIGNEES.

From LEITH, MIDDLESBRO',  
LONDON & STRAITS.

The Steamship "BENLOMOND."

CONSIGNEES of Cargo are hereby informed that all Goods are being loaded at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., when-oe, and/or from the wharves, delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst., will be subject to sale.

All claims against the steamer must be presented to the Underwriter on or before the 8th December, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON &amp; CO., LTD.,

Agents.

Hongkong, 19th November, 1923. [1592]

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### THE FUTURE OF THE PORT.

#### IMPORTANT DISCUSSIONS BY CHAMBER OF COMMERCE.

#### VIEWS OF THE GOVERNMENT STATED BY MR. FLETCHER.

As explained by the Colonial Secretary at a recent meeting of the Legislative Council, action with regard to Sir Maurice Fitzmaurice's Report on Hongkong Harbour Improvements has been postponed pending the submission to Mr. John Duncan, A.M.I.C.E., Engineer-in-Charge of Harbour Works, of certain technical questions. The chief of these is the possibility of adapting the design of any works undertaken on the lines suggested by Sir Maurice Fitzmaurice in such a way as to provide a wet dock in which large vessels may lie and be protected during typhoons. The following is an account of the discussions which have taken place in the Chamber of Commerce with regard to Harbour Schemes.

The Hongkong Government in a letter, dated the 23rd May, 1923, invited the Hongkong General Chamber of Commerce to consider the Report of Messrs. Coad, Fitzmaurice, Wilson and Mitchell on Hongkong Harbour Improvements. In preliminary discussions in the General Committee, it was remarked that Sir Maurice Fitzmaurice's Report dealt mainly with a view to future development of the Harbour and made no proposals for improving the facilities of the Port in such an important trade centre as West Point.

The subject was referred to the Shipping Sub-Committee which held a number of protracted discussions in which they had the assistance, at various times, of the Harbour Master, Commander Beckwith, and Mr. A. Anderson, one of the engineers of the Public Works Department.

INTERESTING PAPER BY MR. R. SUTHERLAND.

At the first meeting of the Sub-Committee Mr. R. Sutherland contributed an interesting paper in which he discussed the Consulting Engineers' Report. He took the view that, in some ways, the Report was a disappointing document, inasmuch as, while 34 of the paragraphs were confined to one particular scheme of jetties with railway connections, the important question of the general improvement of the Harbour received somewhat scanty attention. However, he had learned on enquiry that this was only part of a very big scheme for the improvement of the Harbour—a scheme in which the Town Planning proposals were merged.

The question, Mr. Sutherland suggested, was whether the Government should be recommended to start almost immediately developing where existing trade demands, or whether they should be advised to prepare and embark upon a scheme, not only for present day requirements but for posterity. It must be taken for granted that the railway between Canton and Hankow, with all its proposed connecting lines, would eventually be completed and the general opening up of China which would follow must be visualized.

POTENTIAL TRADE DEVELOPMENT.

"Hongkong," said Mr. Sutherland, "instead of being a mere resting place for cargo in transit between Canton and other ports of the world, will be the great commercial centre in South China for all products emanating from an area between here and a line of demarcation which I will take as the Yangtze Valley. On these lines we will have to remember that Hongkong will undoubtedly be the shipping port for the products of the Southern Provinces, particularly, Kweichow, Hunan and Kiangsi, from which large quantities of bulk cargo should find their way to the Hongkong terminus. Already such consignments in considerable volume are transported through the Tungting Lake to Hankow or Wuchang, and thence by a steamer or lighters, down the Yangtze to Shanghai for shipment to foreign ports."

"We must therefore make ample provision in Hongkong for the handling of bulk cargo direct from truck to steamer, and this very important point does not appear to have been sufficiently considered in the Report now before us. When I mention bulk cargoes I am considering possible great developments in the export of antimony ore, coal, sesamum seed, peas, beans, copper, tin, lead ore, manganese, woodoil, etc. The most important of these, perhaps, would be coal and ore, and it would seem more than probable that vessels will load whole or part cargoes of these and other commodities at Hongkong for shipment to overseas ports. The handling of this traffic undoubtedly calls for special arrangements which—as already mentioned—are not perhaps dealt with sufficiently by Sir Maurice. I am informed, however, that this aspect of potential trade development has not escaped the notice of the Government, and that a tentative plan, referred to in Para. 70 of the Consulting Engineers' Report, has been drawn up which would provide for special coaling berths in close proximity to the Green Island Cement Works, where it should be possible to arrange an elevated railway, conveyors, and tips for coal, ore, and other bulk cargo."

"As regards imports for the interior, which for some years might be mostly constructional material, these can be dismissed in a few words inasmuch as what we should aim for is discharge direct from the steamer into truck or, if necessary, transit sheds, for conveyance into China. In passing, I would say that if the development of trade anticipated actually eventuates, the doubling of the present single track of railway to Canton would doubtless become imperative, but this undertaking—involving as it would the widening of Benaga Hill Tunnel—does not call for serious consideration in a scheme such as that now before

centralizing the native passenger business of river steamers—now scattered indiscriminately along the West End of the Praya. I do not know whether you have ever had a bird's eye view of the praya in the vicinity of West Point and Kennedy Town, when it is deserted by steamers, and native craft which are in 'typhoon anchorage.' If so you will perhaps agree that the antiquated and dilapidated structures, jutting out irregularly into the Harbour at all angles, which are called wharves, are a standing, or 'rotting' might suit the case better, disgrace to a Colony which is regarded as one of the first shipping centres of the world. The following suggestion therefore will help in a long wanted scheme of improvement, but in addition it is hoped it may be possible generally to modernize the West End of the Harbour in the way of facilities for handling cargo. It is found from particulars given, that some thirty river steamers leave and arrive in the course of the day. When it is considered that each of these steamers on arrival and departure at all hours, have to be examined by the Police and Excise Officers, as well as by various detectives on the look-out for bad characters, the difficulties of the Government in supervising the passengers are well understood, and my idea is that on a portion of the Praya, offering the least number of difficulties both from the financial and an engineering point of view, a large native passenger depot be established. This could be done by building out into the Harbour on concrete piles, and at such depot, each and every river steamer would be obliged to arrive and leave. The depot would be enclosed on the land side by high railings, and be only accessible through gates, on the water side a prohibitive guard would be stationed and 'patrolled.' The depot would contain searching and waiting rooms, latrines, offices for the Police and Excise, and all the arrangements usually necessary for handling the extensive traffic which would only arrive in the Colony through that channel. When I say 'only arrive' I quite appreciate that passengers can land from junks anywhere they like, but, to my mind, this scheme would be of material benefit and would go a long way to combat smuggling, piracy, the landing of arms, and ammunition, banishment, etc., on account of which the Colony is now experiencing a very serious crime wave. With the development, such as we are contemplating, it seems to me there is no reason why the abuses and outrages now keep abreast of the increase in population, unless preventative schemes such as I have very crudely outlined are put into force. I think I am correct in saying the Police would welcome the scheme and consider it would allow of more efficient and economical working. All undertakings of this nature will naturally raise an outcry by those with vested interests, but that is a matter, to my mind, entirely outside the province of this Committee whose functions are merely to recommend and suggest, leaving the Government to deal with the matter as best they are able. It is to be hoped however that in this and other matters the Authorities will fully recognize the claims of those who over a long period have been the pioneers in establishing the general business of the Colony as it exists to-day and where circumstances justify it preferential treatment will be accorded."

DEVELOPMENT SCHEMES AT NORTH POINT.

In subsequent discussion attention was called to the possibility of development at North Point, the views of the Government being, it was understood, that with the private interests involved and the congestion at West Point, it was not possible further to develop the Harbour frontages there. Schemes were in contemplation at North Point to accommodate ships drawing 30 feet of water and to provide 3,000 feet of berthing accommodation, with vertical wharves. This scheme would extend from North Point to the Sugar Refinery at Taikeo.

It was then decided to ask the Government to let the Committee consider in connection with Sir Maurice Fitzmaurice's Report any other Harbour Improvement schemes which the Government had in view. As a consequence, the Government placed an immense mass of documents at the disposal of the Committee, after which further meetings were held.

THE VIEWS OF MR. G. T. EDKINS.

PRIVATE ENTERPRISE IN GOVERNMENT CONTROL.

At one of these, the Chairman of the Shipping Sub-Committee (Mr. G. T. Edkins) contributed an interesting memorandum from which the following extracts are taken:

"I think it well to record, at the outset, just as a reminder, that the wharf and godown business—as also even the ferry business—have been built up and developed in Hongkong purely by private enterprise marching in line with the growth of the shipping business of the Colony. No one can gainsay that this has been done efficiently. A stage, however, has been reached when there is a limit to the amount of deep water frontage available, and the Government hold the view, apparently, that this, in the main, should in future be controlled by Government and not further devoted to private enterprise. There is much to be said for this view, but in any development of this policy, I think it would be the decided view of this Chamber that private enterprise should be interfered with as little as possible, on the grounds of equity and on the grounds of efficiency, private enterprise having ensured efficiency by the operation of the principles of profit and loss by which it is governed."

PROSPECTS AT NORTH POINT.

North Point, Mr. Edkins considered, would probably develop in course of time into a district with business enterprises and storage godowns, but the passage of some years was likely before it would become a busy commercial section comparable to the West Point trading centre. North Point will only be used when it is cheaper to work there than at West Point, including cost of transport of goods to the places where they are required. It would be an auxiliary or supplement to West Point but will not replace it.

Looking to the future there seemed no objection, if funds were available, to building the necessary sea-wall to provide for steamers going alongside; but wharves at this part were not likely to be used by steamers until transit sheds were erected or new enterprises had sprung up in the neighbourhood. It would not be advisable to build the transit sheds until the requirement is pressing.

WEST POINT DEVELOPMENT.

Mr. Edkins also devoted some attention to the possibilities of overcoming by mutual arrangement between the Government and the owners of marine lots the difficulty of economical development at West Point. It did not seem practically

"I do not think the time has come for any Government absorption of the private enterprises in question, but I do think the time is ripe for the Government to develop the remainder of Harbour frontages and jetties on a scale that will provide liberally for future extension of the Colony's shipping. In this development, my idea is that the Government should care for the quay walls and leave the surface development, such as transit sheds and godowns, to private enterprise. I think that, for the present, the same principle may apply to ferries, provided those interested put into the service the type of vessels required by the public with the growth of the traffic."

Efficient organisations and equipment exist in the Colony for attending to all these things and no unfulfilled need is evident in that particular."

THE HUNTER SCHEME.

Dealing with the Report of the Consulting Engineers, Mr. Edkins thought that the scheme for a Reclamation and Jetties at Hungnam seemed to be one for adoption and gradual development. Every effort should be made in the development of the new berthing piers to link them up with existing wharf organisations in order to secure maximum economy of transport to existing storage godowns, also to encourage the renting of new piers on completion.

It should be ascertained, if possible, what companies interested will rent piers on completion. Failing the rental of new piers by the public it may be necessary for the Government to erect transit sheds on its own account in order to assure their being used. In the event of Government transit sheds being instituted, it will be necessary to consider how long goods would be allowed to remain therein and at what charges. It would be preferable to leave the erection of transit sheds to private enterprise, such sheds to be erected according to plans approved by the Government."

The opinion of the Chamber will probably be in accord with Para. 24 of the Report, to the effect that it is not in the public interest for the Government to institute a Port Trust to take over the present berthing, distributing and collecting operations of the Port. If it is decided not to sell further frontage for wharf development, then the principle recommended in Para. 25 of the Report, namely, that of the Government constructing wharves and leasing them to private companies is likely to appeal to the Chamber, also, as the most satisfactory one to adopt."

THE FERRY SERVICE.

The Chairman of the Shipping Sub-Committee devoted some attention to the question of communications across the Harbour. He said, "Works to meet the increasing requirements of the ferries should be designed with liberal consideration for the future, and should be such as to serve large ferries approaching in size those employed between San Francisco and Oakland—ferries which can transport lorries and motor cars as well as passengers. This is in sympathy with the views expressed in Paras. 82, 83, and 84 of the Report. The idea I have at present is to provide ferry wharves for ferries along the following lines:—

"The Passengers Ferry Vessels on the Hongkong-Kowloon service will sooner or later have to be increased in size to meet the requirements necessitated by the increasing population on the Kowloon side, and it is also certain that rapid and efficient means of transporting motor vehicles between the Island and Peninsula will have to be faced."

"The type of Ferries suitable would be equal-ended vessels of about 150 feet long by 40 feet beam, and driven by steam or possibly motors and having a speed to give an eight to ten minutes' service. Instead of the present system of side berthing they should berth end on in an entrance of the same form as the vessel, somewhat on the system of the San Francisco type of dock at Market Street Ferry. It is not suggested that the Government should have anything to do with the ferries, but that the wharf should provide for such a ferry."

"On the lower deck accommodation provided for 12 to 16 motor vehicles (passenger, truck or ambulance) with a corridor on each side, and the remaining space on this deck would carry about 250 passengers, when the full complement of cars were carried, with an increased number accordingly when fewer cars were carried. The upper deck would accommodate about 300 passengers with a good percentage of covered in space for bad weather."

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to attempt to provide at West Point for large ocean-going steamers. To do so would disorganise too much the arrangements for coasting and river steamers traffic; also, the junk anchorage, which is necessarily required to be in a central position. The smaller steamers and junks had a greater call than other interests on the frontage at West Point.

#### A NEW SCHEME.

At this meeting the Shipping Sub-Committee heard for the first time of a scheme for a Reclamation at Kennedy Town, beyond the present tramway return loop. This scheme provided for reinforced concrete wharves with space for godowns and transit sheds beyond the quay, and behind that, an area suitable for similar development. The godown space was coloured red on the plan and provided for a depth of ninety feet; the area behind this, coloured green, had a similar depth. The southern boundary of the scheme was the present Victoria Road. The plan provided for vessels to be berthed alongside. The depth of water was shown as varying from 34 feet to 27 feet.

It was considered that this scheme would make unnecessary the expensive operations on the Harbour frontage at West Point which had been discussed at previous meetings.

Discussion turned on the order of urgency of the various schemes which had been put before the Committee and the general opinion was that a Kennedy Town development should come first and that when work started on the Canton Harbour Railway, it would be quite time enough to make a beginning with wharf construction at Hung Hom.

At this meeting ferry schemes were also discussed, but information was found to be inadequate as to the Government proposals, and as to whether the proposed Jubilee Street-Jordan Road service was intended as an alternative, or an addition to existing means of communication. The position of the "Star" Ferry in relation to future ferry services was also in doubt.

An intimation of the difficulties in which the Shipping Sub-Committee found itself, through lack of information on the Government policy in regard to several aspects of Harbour schemes, was conveyed to the Colonial Secretary (Hon. Mr. A. G. M. Fletcher, C.M.G.), and he very kindly offered to attend and explain fully the schemes which the Government had under consideration and their relation to one another, and to Town-Planning Schemes.

#### SUGGESTED LARGE WET DOCK.

At a subsequent date, shortly after the severe typhoon of August 18th, a scheme was put before the Chamber by Captain W. Davison, Marine Superintendent of the C.P.S., and Captain S. Robinson, Commander of the R.M.S. *Empress of Australia*, whereby a large wet dock could be constructed, in which it was claimed ships could lie alongside the wharves in safety in typhoon weather.

Captain Davison contended that whatever works may be constructed, ships must get into the open away from wharves during typhoons, and Captain Robinson argued that experience during the typhoon, and the increasing size of the vessels using the Port, made it extremely desirable that there should be some place where such vessels could discharge and load their cargoes without the risk of having to move from their berths in case of typhoons. In brief, they proposed that a projecting arm with wharves and a railway track upon it be constructed from a point near the eastern entrance to the Mongkokkai typhoon point; this enclosing the Naval Camber and the wharves of the Hung Hom, and Kowloon Wharf and Godown Co.'s wharves. A short breakwater near the Police Pier at Kowloon Point would project westward to meet the end of the proposed works, thus providing a narrow entrance to a large enclosed area. Capt. Davison claimed for his suggestion that it would only require a constructional length of 6,000 ft. as compared with 7,400 ft. at Hung Hom; dredging to a depth of 17 ft. as compared with 18 ft. at Hung Hom; and an estimated cost of £2,688,000 as compared with £3,315,000. He also claimed that it would provide for 22 ships (5,600 ft.) as compared with 14 ships at Hung Hom, and this would not include the accommodation already provided at the Godown Co.'s wharves. From the point of view of typhoon shelter, he claimed that apart from the ships at the Godown Co.'s wharves, his proposal would protect 14 ships besides launches, and lighters, whereas the Hung Hom scheme would provide no shelter from typhoons. Railway connections, he submitted, were about equal, and, as regards current and wind, a basin at Yaumati would have marked advantages.

The Shipping Sub-Committee were strongly impressed with the importance of these suggestions for providing safe anchorage in the Harbour during typhoon weather, and a further discussion took place in the General Committee.

The Chairman (Mr. D. G. M. BERNARD) said that the whole question of Harbour improvements was such a large one that he felt inclined to suggest for the consideration of the Committee that the Government be asked to appoint a Commission to consider the whole subject. Discussions had been proceeding for months on the question of Typhoon Warnings without any progress being made and perhaps this, and the question of Wireless Telegraphy might also form part of the references to a Commission. What the Government policy was in regard to Harbour improvements, he confessed, he did not know.

The Hon. Mr. A. G. M. Fletcher suggested that it would be advantageous to meet Mr. Fletcher first, in accordance with the suggestion which had been conveyed to the Chamber, and, if necessary, after that ask for the appointment of a Commission.

#### JOINT MEETING OF COMMITTEES.

A Joint Meeting of the General Committee and the Shipping Sub-Committee was held on Monday, Sept. 17th, and the proceedings occupied nearly three hours.

There were present: Mr. D. G. M. Bernard (Chairman), the Hon. Mr. A. G. M. Fletcher, the Hon. Mr. P. H. Holyoak, the Hon. Mr. A. G. Stephen, Messrs. A. S. D. Cousland, G. T. Edkins, N. L. Watson, T. G. Weall, Major R. B. Young, Lieut. R. R. Beauchamp, R.N. (Members of the General Committee), Mr. P. A. Cox, Mr. W. S. Brown, Mr. R. Sutherland, Mr. D. Taylor, Mr. W. G. Goggin, Capt. C. B. Riggs (Members of the Shipping Sub-Committee).

Visitors.—The Hon. Mr. A. G. M. Fletcher, C.M.G. (Colonial Secretary), Commander C. W. Beckwith, R.N. (Harbour Master), Mr. A. Anderson (One of the Engineers in the Public Works Dept.), and Capt. W. Davison (Marine Superintendent of the C.P.S.).

The Secretary (Mr. D. K. Blair) and the Assistant Secretary (Mr. F. Key) attended.

The Chairman, having welcomed the visitors, said that the question of Harbour development had been the subject of careful consideration by the Shipping Sub-Committee, but no decisions had been come to, nor had they yet been able to make a report to the General Committee. The whole matter was of such magnitude and grave import to the Colony in years to come that it was felt that Harbour schemes would not be considered piecemeal, but must be dealt with comprehensively, as a whole. Only a week ago a new idea was put forward by Captains Davison and Robinson, which, at first sight, looked decidedly attractive and differed entirely from the Hung Hom scheme. There had not yet been an opportunity for discussing it.

So far as their deliberations had taken them, the Shipping Sub-Committee favoured facilities being extended at West Point, where the most pressing demand existed, and considered development at North Point could wait on this. Greater facilities for ocean vessels were needed at Kowloon, but opinion was divergent on the necessity for starting an extensive scheme such as the Hung Hom one at the present time.

With regard to ferries, it was generally agreed that provision should be made for vehicular traffic and for much larger ferries than were at present running; also that there was much to be said for making a landing for such vehicular traffic at Kowloon Point instead of, or in addition to, the Government proposals at Jordan Road. The type of jetties provided for ferries should make liberal allowance for the future.

There was a strong opinion that the Government should not attempt to undertake the administration of a wharf business, and that they should confine themselves to the construction of the quay walls and/or piers.

A new question which might arise, but which had not yet been before the Shipping Sub-Committee, was that of a typhoon refuge at Shaikwan, on account of the growth of the shipping and population in that neighbourhood, and its distance from Causeway Bay and Mongkokkai. The toll during the recent typhoon (August 18th) was very marked there, and apparently always would be when winds reaching typhoon force came from an Easterly direction.

It was also felt that there was need for improvement of the Mongkokkai shelter by the erection of some breakwater to protect it from the South-west, and that the question of the allocation of moorings should be dealt with, to avoid, as far as practicable, the heavier moorings being taken up by the smaller vessels when required by big liners.

This was generally the position reached at the present time, and the meeting would be glad to hear the views of the Government, which would be received with the greatest interest.

#### STATEMENT BY THE COLONIAL SECRETARY.

The Hon. Mr. A. G. M. Fletcher said that the Government concurred in the view that the Harbour problem was of the utmost importance to the Colony and that it should not be dealt with piecemeal but as a whole. That was the definite policy of the Government on this question.

The necessity for bringing the Port up-to-date must have been borne in upon every one very strongly in connection with the Strike of 1922, which had also illustrated the disadvantages of being at the mercy of cheap, unskilled labour. It was essential, in the view of the Government, that Hong Kong should give up as far as it could its dependence on that kind of labour and have recourse to up-to-date mechanical means such as were employed in New York where, some years ago, matters were in very much the same position as in Hong Kong to-day—with piers jutting out at every angle. New York had now reorganised its port and had introduced large transit godowns on modern wharves. After enquiry into every feasible system, it seemed to the Government that the solution lay in the provision of very large wharves with transit godowns upon them, in positions such as Hung Hom Bay, and at North Point, a deep sea-wall with a narrow roadway, not more than 25 ft. in width so that cargo could be slung across into godowns. Those were the two governing principles.

First, as regards methods of handling. Complaints of excessive costs due to charges for excessive handling, from ship to lighter, lighter to godown, and so on, had been numerous. On the file of the subject was a very strongly worded statement that the Colony was losing the flour trade, which was going to Amoy and Swatow, in spite of disadvantages under which those ports suffered, simply because the charges here were so high. This statement was corroborated by a Chinese Chamber of Commerce report which had only just been received by the Government. They referred to the great losses

sustained on account of excessive handling charges and gave statistics showing that a very large trade in American flour, Australian flour, and Shanghai flour was being endangered by reason of direct shipments in recent years, instead of via Hong Kong as formerly. Flour merchants, in consequence, had suffered severe losses on their capital. Statistics were given showing the wastage and expense of excessive handling of flour. The moral was that coolie hire, lighter hire, godown hire and the method of working were not really economical.

Taking that as a basis, the Government had examined the possibilities of the Port. They were practically three: West Point, North Point and Hung Hom Bay. The Government asked Sir Maurice Fitzmaurice to come out to Hong Kong, and in the preliminary discussions, he agreed—and the Government rather pressed the point—that the main effort should be to base the godowns and wharves on the railway, because, if China had peace and developed commercially, the railway would be an immensely important factor in the handling of cargo.

Sir Maurice Fitzmaurice advised the Hung Hom Bay scheme, adapting to all intents and purposes Mr. Duncan's scheme which had been already worked out. Sir Maurice suggested certain alterations in the positions of the piers, and so on.

The idea of making provision in West Point was abandoned for two reasons; the main one being that the district was already very congested. Handling difficulties would only be increased if the attempt were made to provide further wharfage facilities in a district in which traffic was already heavy. The area would be a jumble of goods wagons, trams and other traffic, and it must be remembered that it was already densely populated. The alternatives were either to remove godown business from that part of the town, giving it up to office purposes only, or take the risk of further congesting it, thereby adding up the value of land enormously and making cargo business impracticable on account of the enormous expense. Precise details had not been gone into thoroughly, but Mr. Duncan assured him that the cost of developing the West Point district with wharves and transit godowns would be prohibitive.

North Point, being undeveloped land, there was every opportunity of opening it up properly for wharf and godown purposes. There was no reason to suppose that the suggested wharf and Yaumati development would not be hampered in any way. A 35 ft. road along the Harbour front had already been tentatively decided upon and there would be godowns of the most modern kind facing the sea.

DEVELOPMENT OF NORTH POINT STRONGLY URGED.

In this connection Mr. Fletcher quoted from a Minute by the Director of Public Works, dated 7.3.23, strongly urging the development of North Point. Reports were also obtained as to the possible effect of the works there upon tides, and expert opinions were given that no special difficulties would be set up in the Harbour currents by such works.

Mr. T. J. Perkins wrote: "The Government is practically committed to develop the North Point foreshore, and filling from the new 100 foot road is already being deposited on the Western end thereof for that purpose, and I venture to assert that in the future possession of such a magnificent stretch of deep water frontage with wharfage alongside and a stacking area extending back to the main road—and for a great portion of its length a feet in depth—the Government has a field for future Harbour Development second only in value to that proposed to be created at Hung Hom, and one which on no account should be alienated for any purpose unconnected with shipping."

Mr. Perkins continued: "Throughout Hong Kong's extended miles of sea front there is not at present one single place set apart for facilitating the landing and distribution of building materials and for receiving the vast amount of debris, other than refuse, which has to be disposed of yearly in every big city. The cost of such accommodation must be costing the community yearly much more than it could ever have realised in the past by the sale of suitable sites for this purpose near the centre of the City, and, although North Point from its position at one extremity of it cannot ever satisfactorily meet the City's full requirements in this respect, it can do so to a very considerable extent and very spacious accommodation should be set apart for this purpose."

Mr. Fletcher mentioned that a Chinese business man was so convinced of the possibilities of North Point that he had offered to undertake the whole work and to put up \$10,000,000 for the purpose. He assured the Government that he could attract the flour and rice and general trade of West Point to the new area, and that if the Chinese had these facilities they would be prepared to move. Mr. Fletcher said he only mentioned this for the information of the meeting; the Government had no intention of handing over the whole work in this way.

Mr. Fletcher also quoted at length from the report of Mr. S. H. Ellis, whom he described as an engineer of great repute, in whom the Government had every confidence. Mr. Ellis came to Hong Kong on behalf of Messrs. Butterfield and Swire and they lent the Government his services, at the Government's request. Mr. Ellis's most valuable and interesting report was entirely an independent one.

The Government also asked Mr. Ellis to advise upon the Hung Hom Bay scheme, and this discussion with Mr. Ellis on this branch of the subject was quite separate from the desire of Messrs. Butterfield and Swire, for extension at Hol's Wharf. In this connection Mr. Fletcher quoted from Mr. Ellis's report dated 11.4.23, in which Mr. Ellis submitted plans for an addition to the Hung Hom scheme of two deep-draft berths adjacent to Hol's Wharf. This report, Mr. Fletcher said, the Government regarded as of great value.

#### THE DEEP WATER SUGGESTION CRITICISED.

Coming now to the question of the advisability of constructing wharves in the position proposed at Hung Hom Bay, Mr. Fletcher proceeded to discuss the suggestions put forward by Capt. Davison's dock west of Kowloon Point. This proposal, he remarked, was not entirely new, though in its present form perhaps it was. A scheme was in existence for a bridge across the Harbour, also with godowns upon it, and this would require only the same length of construction work as the scheme suggested by the two captains—certainly a more feasible proposal than the Harbour bridge, to which there were greater objections.

Discussing Capt. Davison's scheme, Mr. Fletcher suggested that Capt. Davison had looked at the problem rather from his own point of view as the master of a ship, and—for the definite purpose of providing shelter—the suggestion was undoubtedly admirable. From a commercial point of view, however, Mr. Fletcher saw objections to the scheme. First, the angle of the Camber would bring the whole of the wash of the sea into the entrance of the Mongkokkai Harbour Refuge, destroying its usefulness completely. A great current would be set up and no junk would be able to beat up against it.

Mr. G. T. EDKINS: Might I suggest that Captains Davison and Robinson have not committed themselves to this being the scheme; it is merely an idea, a tentative one.

Mr. Fletcher added that he did not think the Government could secure the Naval Camber unless they spent a fortune in putting it somewhere else.

Mr. Fletcher demonstrated by a sketch that the angle shown in the projecting arm of Capt. Davison's plan, if that arm commenced further to the southward, would give rise to difficulties in connection with railway construction, because the angle would be too acute for trucks to negotiate. The godowns on the projecting arm would not give facilities for sorting cargo and there would be congestion. The scheme provided for only one line of railway which, from a handling point of view, seemed an impossible arrangement.

Producing a map of the Town Planning Scheme for Kowloon Mr. Fletcher submitted that the railway connection between the suggested wharf and Yaumati would be through the most crowded part of Yaumati, whereas at Hung Hom, ample land was available near the railway for offices, sorting sheds, etc., in addition to the space provided on the wharves themselves. The whole point of the Hung Hom scheme was the large background of accommodation for offices, godowns and sidings. The great trouble at present was the lack of handling facilities by modern methods immediately behind the wharves. The Hung Hom District was not nearly so congested as Yaumati.

As to comparative costs, without committing himself to precise details, he could say that, in Mr. Anderson's opinion, Capt. Davison's scheme would cost at least as much as the Hung Hom scheme. At Hung Hom it was known that solid bottom existed thirty-six feet down; west of Kowloon Point solid bottom was probably a great deal deeper, and if that was so, of course, the expense would be enormously increased.

Mr. Fletcher added that the Consulting Engineers were aware—not of this proposal—but of similar ones for long arms projecting into the Harbour, but they rejected them as impossible, taking the view that Hung Hom Bay was the proper place for deep sea wharves.

Minor objections to Capt. Davison's suggestion were that undesirable eddies might be created, and that it would be difficult to keep the enclosed area clean on account of sewage effluent from the surrounding densely populated district. These were minor objections—the Government had not gone into the proposal in any detail—but he suggested that the objections were overwhelming as compared with the Hung Hom Bay scheme.

The Government wanted to make a beginning, if possible, with the Hung Hom Bay scheme in order that—if cargo came down in large quantities from China—the Port would be in a position to handle it in connection with the railway.

#### THE QUESTION OF ADMINISTRATION.

As to the question of administration, the intention was that the Government should build the wharves, in order to preserve uniformity, but there was intention of the Government running a wharf and godown business. It was quite possible, for example, that Messrs. Butterfield and Swire might come to an arrangement to build under Government supervision. It must be according to Government specification in order to ensure that it was built according to the general plan. The Government would either build or have the wharves built under supervision, but it was not proposed by the Government to undertake a wharf and godown business. If two firms cared to divide the wharf between them, there would be no reason why they should not. Any such arrangements would have to be under some form of administration which he imagined the Chamber of Commerce could help in devising.

Asked if the Government had considered the question of charges for the wharves, and whether the Government would lease them to the highest bidder, Mr. Fletcher said his personal opinion was that it would be better to give the Shipping Companies facilities. On that the Government relied on the advice of the Chamber of Commerce. It was for them to advise how the facilities could best be used. The Government did not want merely to sell to speculators.

(Continued on page 7.)

## HONGKONG'S FASHION MART



DRESSES appropriate for every occasion.

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COATS and WRAPS smart, but cosy.

SHOES - in - keeping with fashion's trend.

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All Sizes.



## NEW ADVERTISEMENTS

## SUBSCRIPTION LIST NOW OPEN.

The Subscription List Opened on the 14th DAY OF NOVEMBER, 1923, and will Close on or before FRIDAY, the 23rd DAY OF NOVEMBER, 1923.

## HONGKONG DEVELOPMENT BUILDING AND SAVINGS SOCIETY, LTD.

Incorporated under the Companies' Ordinances 1911-1921.

CAPITAL \$10,000,000  
DIVIDED INTO 1,000,000 SHARES OF \$10 EACH.

Of the above Shares 100,000 have already been subscribed for cash by the Directors and their friends. On these \$1.00 per share will be paid on application and the balance when called up on the same basis as the remaining capital. The remaining \$9,900,000 shares ranking equally with those already subscribed are now offered for Public Subscription payable as to \$1.00 per share on application. The balance due on each share, viz., \$9.00, will be called up as and when required by instalments of \$1.00 per share at intervals of not less than three months between each call.

Any of the shares now offered to the Public which may not be subscribed for will be allotted in such manner as the Directors shall determine.

## DIRECTORS:

Dr. J. C. DALMAHOY ALLAN, Alexandra Building, Medical Practitioner.  
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H. A. CARTWRIGHT, Esq., 14, Chater Road, Victoria, Managing Director, HONGKONG DAILY PRESS, LTD.  
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THE REVEREND FATHER L. ROBERT, Procureur Generale des Missions Etrangeres, Procureur General.  
WONG PAK SON, Esq., 220, Queen's Road Central, Victoria, Merchant.

## BANKERS:

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

## AUDITORS:

Messrs. PERCY SMITH, SETH & FLEMING, Accountants, No. 5, Queen's Road Central, Victoria, Hongkong.

## SOLICITORS:

Messrs. WILKINSON & GRIST, No. 9, Queen's Road Central, Hongkong.

REGISTERED OFFICE OF THE COMPANY:  
No. 10, ICE HOUSE STREET, VICTORIA, HONGKONG.

## PROSPECTUS.

- This Company has been formed principally for the purpose of building houses in the Colony of Hongkong with a view to meeting the great demand for housing accommodation which exists in the Colony at the present time.
- In particular it is proposed to take advantage of the offer recently made by the Government for the grant of land for building purposes on the basis of the scheme explained by The Colonial Secretary at a Meeting of the Legislative Council in June, 1923.
- The Promoters are in a position to state that they have completed negotiations for the acquisition from the Government of the plateau below "Jardine's Look-out," which is capable of accommodating 160 to 200 semi-detached houses. The Promoters are also in treaty with the Government for numerous other sites in good localities.
- The Promoters have already received about 2,000 applications from persons desiring to obtain the assistance of this Company in building homes for the applicants.
- The Promoters will also entertain, and, if thought advisable, take up any other scheme or schemes which may be proposed by the Government for the acquisition of land for building and development.
- The Company is also empowered by its Memorandum of Association to undertake business of all kinds connected with the development of building areas.
- The minimum subscription on which the Directors may proceed to allotment is 100,000 shares.
- No commission or promotion money is being paid by the Company.
- The Company will pay the preliminary expenses of and incident to the formation and floating of the Company down to the time when it becomes entitled to commence business, and the estimated amount thereof is \$5,000.
- FREDERICK ELLIS will be the first Managing Director under a contract with the Company at a remuneration of 5 per cent. of the net profits of the Company.
- The Articles of Association provide that the qualification of a Director is to be the holding of 500 shares in the Company and that the remuneration of each of the Directors is to be \$1,000 per annum.
- None of the Directors or Promoters are interested in the promotion of the Company except to the extent of the shares taken by them in the Company.
- Copies of the Memorandum and Articles of Association of the Company can be inspected at the office of Messrs. WILKINSON & GRIST, Solicitors for the Company, at any time during business hours.
- A copy of the Company's Memorandum of Association is annexed to this Prospectus and forms part of it.
- Application for shares should be made upon the Form accompanying the Prospectus and sent to the Company's Bankers together with a remittance of \$1.00 per share, the amount of the deposit.
- Where no allotment is made the deposit will be returned in full and where the number of shares allotted is less than the number applied for a proportionate amount of the deposit will be returned.
- Prospectuses can be inspected at and Forms of Application obtained from the Company's Bankers, the HONGKONG AND SHANGHAI BANKING CORPORATION and at from the offices of the Company at No. 10, Ice House Street, Victoria, Hongkong.

This Prospectus has been duly filed with the Registrar of Companies.  
Dated the 20th day of October, 1923. [1456]

## NEW ADVERTISEMENTS

## THE ROYAL HONGKONG GOLF CLUB.

THE ST. ANDREW'S GOLF ST. GEORGE'S MATCH will be played on the 27th DECEMBER, 1923. PERCY SMITH, SETH & FLEMING, Secretaries and Treasurers. [1382]

## NOTICE.

Messrs. SPARKLETS, LIMITED, of Upper Edmonton, London, Manufacturers of Syphon, Bulbs, Highly Concentrated Syrup, Sparklets, etc. HERBERT GIVE NOTICE that they have appointed Messrs. MUSTARD & CO., 22, Molesworth Road, Shanghai, as their Sole Agents for China and Hongkong. All Enquiries respecting their Products for the said Territory should be addressed to their Agents, Stocks being carried by them at the Principal Centre. [1489]

REPRESENTATIVES Required by London Shipping House, calling on Manufacturers of Men's and Women's Wear and Buyers of Textile Goods, knowledge of Drapery Trade Essential. Every Support given to Right Man. Refs. and full particulars to L. S. H. at HORNWATER, 60, CHESAPE, LONDON, E.C. 2, ENGLAND.

## HONGKONG WOMEN'S GUILD and MINISTERING CHILDREN'S LEAGUE.

GARDEN FETE AND SALE OF WORK. In aid of LOCAL CHARITIES and other CHILDREN'S FUNDS To be held in the Grounds of GOVERNMENT HOUSE. SATURDAY, DECEMBER 8th, at 2 P.M. [1571]

## PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 26th day of November, 1923, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the GOVERNOR, of one Lot of CROWN LAND at Shamshuipo in the Colony of Hongkong, for a term of 75 years, commencing from the 1st July, 1889, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty's Lands, for one further term of 24 years less three days.

| PARTICULARS OF THE LOT. |             | Boundary Measurements. |          | Area in Acres. |          | Annual Rental. |     |
|-------------------------|-------------|------------------------|----------|----------------|----------|----------------|-----|
| No. of Lots.            | Locality.   | Acres.                 | Sq. Yds. | Acres.         | Sq. Yds. | £              | Sd. |
| 1                       | Shamshuipo. | 1.153                  | 0 2 3/4  |                |          |                |     |
| As per sale plan.       |             | 1.153                  | 0 2 3/4  |                |          |                |     |

NOTICE OF REMOVAL. We have THIS DAY REMOVED our Offices to No. 4, QUEEN'S ROAD CENTRAL, THE BANK OF CHINA BUILDING (Third Floor).

CARLOWITZ & CO. Phone No. Central 872. P. O. Box No. 33. Hongkong, 19th November, 1923. [1394]

## UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE. THE Undersigned RESUMES CHARGE from THIS DATE. By Order of the Board, C. MONTAGUE EDE, General Manager. Hongkong, 19th November, 1923. [1385]

## BRITISH TRADERS' INSURANCE CO., LTD.

NOTICE. THE Undersigned RESUMES CHARGE from THIS DATE. By Order of the Board, C. MONTAGUE EDE, General Manager. Hongkong, 19th November, 1923. [1386]

## THE CHINA FIRE INSURANCE CO., LTD.

NOTICE. THE Undersigned RESUMES CHARGE from THIS DATE. By Order of the Board, C. MONTAGUE EDE, General Manager. Hongkong, 19th November, 1923. [1387]

## UNION INSURANCE SOCIETY OF CANTON, LTD.

CERTIFICATE No. A/120 for Nine Shares, Nos. 94948/95956 standing in the Society's Register in the Name of KWONG SING LUNG of Yokohama has been declared LOST or STOLEN, and if at the expiration of One Month from the Date hereof the above Document be not forthcoming the same will be deemed Cancelled and of No Effect, and a NEW CERTIFICATE for the said Shares will be issued by the Society. PAUL LAUDER, Acting General Manager. Hongkong, 19th November, 1923. [1464]

## INTIMATION

## To Connoisseurs -

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## OLD BROWN BRANDY

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Exquisitely Mellow, and of Fine Aroma; Delightful to the Palate.

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## The Daily Press.

HONGKONG, NOVEMBER 21st, 1923.

## HARBOUR IMPROVEMENT SCHEMES.

RECOGNISING our harbour to be the Colony's "greatest asset," any schemes which aim at improvements in the harbour with a view to meeting existing needs and the growing demands of a future pregnant with great possibilities of trade and shipping developments must have a great interest for all who dwell in the Colony. The very interesting nature of the discussions on the subject which have recently taken place by committees of the Chamber of Commerce, who had at one of their meetings the advantage of hearing from Mr. FLETCHER, C.M.G., a statement of the Government's views and intentions in regard to several aspects of the subject, is ample excuse for the length of the report of the proceedings we publish to-day. Most of our readers are familiar with the broad outline of the scheme which the Consulting Engineer advised should be undertaken. Keeping in view the object of providing a scheme, connected with the railway, which would afford at an early date a certain amount of berthing for large vessels and junks, and which would admit of further extension as the trade of the port required, the Consulting Engineer advised the construction in the light of Hungshom of a large reclamation of about forty-eight acres, from which a series of six jetties would project in a southerly direction. For the first instalment about seven acres of reclamation and the construction of two jetties is proposed, the estimated cost of this first instalment being £1,200,000. This estimate does not include cost of warehouses, railways, crane equipment and other necessary adjuncts. The scheme is one which to all intents and purposes had been already worked out by Mr. JOHN DUNN, the Government's own Harbour Engineer.

The Chamber of Commerce Shipping Sub-Committee has not yet been able to express a decided opinion on the scheme. As Mr. DUNN put it: "So far as their deliberations have taken them, the Shipping Sub-Committee favours facilities being extended at West Point, where the most pressing demand exists, and considers that development at North Point can wait on this. Greater facilities for ocean vessels are needed at Kowloon, but opinion is divergent on the necessity for starting an extensive scheme, such as the Hungshom one, at the present time." From Mr. FLETCHER's statement, it will be seen that the Government had already considered the idea of improving the facilities at West Point, but had been advised by the Harbour Engineer that the cost of developing that district with wharves and transit godowns would be prohibitive. The Government view more favourably development at North Point, where the land being undeveloped "there is every opportunity of opening it up properly for wharf and godown purposes." At the moment the Government are proposing to go forward with a scheme at Kennedy Town "almost at once." It is the Government's desire, Mr. FLETCHER said, "to expand West Point," and Mr. SUTHERLAND expressed the opinion that this scheme would meet the requirements of the West Point district. We presume this scheme is based upon the report Sir PAUL CHATER suggested, nearly three years ago, to the Economic Resources Commission. The scheme, according to the plan then prepared, involved the reclamation of 800,000 square feet of land, giving an approximate area in marine lots, having a fairly deep water frontage, of 353,000 square feet.

Two suggestions were placed before the Committee aiming at the greater security of ships in typhoon weather. One was for the construction of a large wet dock. Shipping men will be interested in the objections that were offered to the proposal. We do not ourselves see how any wet dock that could be provided in the harbour could accommodate a third of the shipping normally in the port. Of course, a wet dock such as that suggested could not possibly be regarded as an adequate substitute for the Hungshom Bay scheme. If security in bad weather is principally aimed at, the strengthening of moorings in the harbour would appear to be the more immediately practicable proposal and the least costly. The experience of several ships in the harbour, especially in Kowloon Bay, in the typhoon of August 18th, last, proved the need of this. If steamers are provided with their own responsibility, and not that of the Harbour Authority. The whole report, including the very interesting references to the ferry services, makes very interesting reading, and if the publicity given to the discussion leads to further comment and practical suggestion we are sure it would be welcomed at this stage alike by the Chamber of Commerce Committee and the Government.

Shanghai is stated to be suffering from an epidemic of armed robbers. The annual golf match "St. Andrew's" "St. George" is announced for December 9th. There will be a Tea-Dance at the Helena May Institute on Thursday, Nov. 22nd, at 5.30 p.m. Tickets to be obtained from the Secretary, \$1 each.—ADVT.

On Monday, a coach fell from the second floor of No. 490, Queen's Road West, which is being demolished. He was severely injured and was taken to the Government Civil Hospital. The recent rise in exchange is explained by the following paragraph in a Shanghai contemporary: "Uneasiness is experienced on the exchange market because of the action of Chinese banks in shipping silver away from Shanghai. The following telegram dated 19th November has been received by the Government from His Britannic Majesty's Consul-General, Shanghai: "Quarantine imposed on arrivals from Hongkong and Canton 17th November on account of small-pox." An armed robbery was committed on Monday in the servant's quarters of a place known as Tsing Lee Lau, in the grounds of the French Mission property at Pakfook. Masked men, armed with short knives, stole (it is stated) articles of clothing, a gold ring and \$497. A Chinese stoker employed on the s.s. *Quicker* was seen to leave the cook-house of the ship with a pair of blue dungaree trousers over his arm. On being searched six boxes of ammunition were found camouflaged by the trousers, which the defendant was wearing. The case was adjourned. A function of great interest took place aboard H.M.S. *Hurricane* at Shanghai last week when on behalf of the United Service Golf Club (late the Weihaiwei Golf Club) Admiral Leveson presented to the Shanghai and Hungshom Golf Clubs a cup for competition. The trophy is a tribute to the hospitality these clubs have accorded to naval officers during their service on the China Station. Mr. R. G. MacDonald, Captain of the Shanghai Golf Club, and Dr. R. J. Marshall, President of the Hungshom Club, attended aboard the *Hurricane* to receive it, and the presentation was made by the Admiral in a characteristic speech. The cup is to be competed for twice yearly by the two clubs, and already as the result of the first contest the Shanghai Golf Club have become holders of it.

## THE SMALL POX EPIDEMIC.

## DISCUSSION AT THE SANITARY BOARD MEETING.

## TRYING TO COPE WITH THE WHOLE OF SOUTH CHINA.

An important discussion on the small-pox epidemic took place at the fortnightly meeting of the Sanitary Board, yesterday, and some very illuminating figures were placed before the Board by the Medical Officer of Health, Dr. W. W. Pearce. The meeting was presided over by the Chairman of the Board (Mr. G. H. Sayer) and there were also present: The Director of Public Works (the Hon. Mr. M. T. Cressy), Dr. W. Y. M. Koch, Dr. Ozorio, Mr. Wong Kwong-tin and the Secretary to the Board (Mr. J. A. Fraser).

The MEDICAL OFFICER OF HEALTH said that the total number of cases of small-pox notified during the seven weeks ending the 17th of November had been 362, with 290 deaths. This made a case mortality of 81.5 per cent. During the fourteen days ending the 17th of this month there were 173 cases of small-pox reported, with 146 deaths, giving a case mortality of 82 per cent. During the last fortnight ending the 17th inst. there were in the first week 88 cases with 40 deaths and in the second week 90 cases with 108 deaths. The case mortality was therefore still very high, but that was not to be wondered at considering that they were dealing with small-pox largely in an unvaccinated community—although during the last seven years some 500,000 people have been vaccinated as the result of campaigns organised by the Board. The changing population of Hongkong was so great that these efforts were not felt for any length of time, considering the enormous number of people they were trying to cope with. The quickly changing population of the Colony meant that they were trying to vaccinate the whole of the population of South China in the Colony of Hongkong.

Districts in which the epidemic was worst were in the Western districts, particularly in No. 6 Health District. For example, in October there were 105 cases with 107 deaths in Health Districts 8, 9 and 10. In November, so far up to Saturday last, 198 cases were notified and of these 118 cases came from these three districts. There was small-pox in other districts as well but not to the same extent and it was in the Western districts that they were concentrating their campaign. It was there that they had placed the larger proportion of the vaccinators. At the same time they had not neglected the other districts and they were putting up a barrage between the districts where the epidemic was worse than the others. There were, for example, in No. 8 Health District 57 cases, whilst in No. 7 district there were only four cases notified. In No. 6 and 7a districts there were 24 cases. The returns for other districts were as follows:—

Health District No. 5..... 5 cases  
" No. 4..... 31  
" No. 3..... 13  
Health Districts Nos. 1, 2, 1a and 2a..... 33  
These figures, the Medical Officer went on to say, showed that the small-pox was inclined to remain in Health Districts Nos. 8, 9 and 10 and they hoped to prevent it from spreading to other districts, especially the very much overcrowded districts of Nos. 4, 5 and 7.

VACCINATION STATISTICS. Dealing with the figures of the number of people vaccinated Dr. Pearce said that 110,000 people had been vaccinated since the commencement of the campaign, but the numbers they were vaccinating daily were still under 5,000 in Hongkong and 1,000 in Kowloon. They had opened numbers of stations manned by expert vaccinators and if only the people would take the trouble of coming forward they would be able to vaccinate many more people.

Dr. Pearce concluded his remarks by stating that in addition to the voluntary organisations, whose assistance they had already acknowledged, they had now to acknowledge the help of the Boy Scouts Organisation. He added that all the voluntary organisations were working under their own officers who were naturally subject to such supervision of the Department which was organising the vaccination campaign. They were quite prepared under these conditions to allow these voluntary organisations working in the scheme to draw whatever stores such as lint, cotton-wool, spirit, etc., which might be necessary from the Department. Dr. Pearce asked if the Medical Officer of Health could state how many of the cases notified had been imported and how many had developed in the Colony.

The Medical Officer of Health said it was very difficult to state. It was really impossible to give any satisfactory figures. When he had reason to think that a case was imported he marked it up as such and in this connection he had been able to put down 29 cases which were clearly imported ones.

Dr. Ozorio asked if it had been noticed if there were any cases of small-pox amongst those people recently vaccinated.

The Medical Officer of Health said that he was unable to give any satisfactory figures, but he knew that there had been a few cases of people who had been recently vaccinated, but in the majority of these cases small-pox had occurred when the person had been vaccinated only two or three days before that person took sick.

Dr. Pearce asked if it would not be possible to call for a return from the Medical Practitioners of the Colony giving information as to the number of people vaccinated.

The CHAIRMAN agreed with the suggestion and said that he would very much like to see that carried out.

(Continued on page 7.)



## CABLES.

## LATEST CABLES.

HOME ELECTION CAMPAIGN.  
"DAILY MAIL'S" SHARP CONDEMNATION OF THE GOVERNMENT.

LONDON, November 19th.

A remarkably sharp condemnation of the Government, in the generally pro-Government *Daily Mail*, principally on the ground of the Government's foreign policy, declares that Mr. Baldwin grows more maladroit every day. To vote for the Baldwin Government means, "Vote for quarrelling and a break with France," with whom Lord Curzon has poisoned our relations.

Referring to the tariff question, the *Daily Mail* says Mr. Baldwin is so weak that he does not go half far enough. The newspaper concludes by saying that it may possibly be necessary for the electors to consider whether Great Britain's foreign policy must not be placed in safer hands than those of Lord Curzon and Lord Robert Cecil.

CONSERVATIVE CANDIDATES  
NUMBER 423.

LONDON, November 19th.

Four hundred and thirty-two Conservative candidates are already in the field and considerable additions are expected.

## EARLIER CABLES.

GOVERNMENT SEVERELY  
CRITICISED BY LIBERALS.

LONDON, November 19th.

A Liberal manifesto, signed by Messrs. Asquith and Lloyd George on behalf of the Party, declares that the Government elected a year ago on a programme of five years' tranquillity has suddenly decided to plunge the country into the turmoil of a general election on the unproved and unprovable allegation that tariffs will cure unemployment. It condemns the precipitancy of the Government's action which is solely due to the signal and disastrous failure of their conduct of foreign policy in great matters essential to our livelihood. The Government's blindness and indecision and impotence have been such that it has ceased to exercise any guiding influence in European affairs. The same applies to the Eastern policy. The shameful Treaty of Lausanne surrendered all the securities of British commerce in Turkey, and a similar fate threatens the valuable markets of the Far East.

## THE LIBERAL PROGRAMME.

The Liberals' policy, continues the manifesto, is prompt settlement of reparations coupled with consideration of the inter-Ally debts, an earnest effort to co-operate with America, and to reopen full relations with Russia. The manifesto further declares that a capital levy would be disastrous. It demands improvement and development in Britain and the Empire; for example in matters of transport, afforestation, cheap power, and development of Imperial resources, especially in the Colonies, railways, building in the Dominions and India, the facilitation of overseas settlement, the cheapening of means of inter-imperial transport, and the promotion of co-operation between employers and workers. It declares that agriculture requires stable prices, greater economic resources, security of tenure and improved transport. It advocates credit facilities for the farmer, co-operative marketing with Government assistance, retrenchment of public expenditure, local option rating and land reform.

MR. BALDWIN OPENS UNIONIST  
CAMPAIGN.

LONDON, November 19th.

Mr. Baldwin opening the Unionist campaign in Queen's Hall, declared that Mr. Lloyd George's speech on Saturday was a revision to a type. Mr. Lloyd George lost the last election because the people had ceased to trust him. The only issue at present was unemployment, and his prescription was to keep the home fires burning. The price of some articles might rise before readjustment between Home and imported production came, but that was a mere haggle compared with what we had to face to-day. The Conservatives were a united Party fighting to win, with a large majority, to put an end to the possibility of any form of Coalition.

UNIONIST DESIGNS ON LIBERAL  
PORT.

LONDON, November 19th.

Sir Allan Smith, chairman of the Industrial Group of the House of Commons, has been adopted as the Unionist candidate for the Partick division of Glasgow.

(At the last election Sir John Colville (Nat. Liberal) was returned with 11,754 votes. His opponent, Sir D. Stevenson, Liberal, polled 9,232 votes.)

## LATEST CABLES.

## TRADE WITH RUSSIA.

## BRITISH MISSION FINDS PROSPECTS FOR BRITAIN ARE GOOD.

LONDON, November 19th.

The report of the Mission of Businessmen which is on a visit to Russia is of the opinion that conditions there have enormously improved. "Exports are greater than imports, the country's finances are on the way to stability and Trade prospects with Great Britain are extremely good. A huge trade with Germany has been lost."

The Mission is convinced that the Russian Government, if it can be assured of the rapid development of industry, would assume all liabilities except inter-Governmental war debts and would fix liquidation dates.

A Reuter's cable message dated August 10th said that a party of business men headed by Mr. F. L. Baldwin, cousin of the Premier, and Chairman of Beccles Traders, Ltd., which is an association of eighty British engineering concerns formed ten years ago to prosecute British interests in Russia, had left on a mission to Russia where they hoped to conclude definite business with the Soviet.

## LATEST CABLES.

SPANISH KING AND QUEEN  
AT ROME.POSSIBILITY OF ITALO-SPANISH  
ENTENTE.

LONDON, November 19th.

The possibility of an Italo-Spanish entente resulting from the visit of the Majesties the King and Queen of Spain to Rome is attracting much attention in the British Press, as being likely to have an important bearing on British Overseas communications. The Italian and Spanish communities' interest in North Africa and the Mediterranean have been the theme of articles in both the Italian and Spanish Press, emphasising the dominant position which a naval understanding would give to both countries in the Mediterranean across the French line of communications with North Africa.

## EARLIER CABLES.

## A CORDIAL RECEPTION.

ROME, November 19th.

Their Majesties the King and Queen of Spain arrived in a special train. The city was gaily decorated. Their Majesties the King and Queen of Italy, the Prince of Piedmont, Signor Mussolini, and all the Ministers welcomed the visitors at the station. The meeting between Signor Mussolini and General Primo de Rivera, head of the Spanish "Directory," was very cordial. Great crowds accompanied the monarchs to the visitors.

The Pope has received the King and Queen of Spain and General Di Rivera.

## LATEST CABLES.

## BIG LOAN FOR GERMANY.

BRITISH-AMERICAN-DUTCH BANKING  
GROUP NEGOTIATIONS.According to the *Reuter's* Cable.

Negotiations are progressing between well-known Berlin bank and a British-American-Dutch group of bankers concerning a loan of 1,400,000,000 marks to Germany, provided the internal and political situation in Germany is unchanged. The offer was made only to the German Government, which would guarantee credit.

## THE RUBR.

WHOLESALE LOCKOUTS  
PROHIBITED.

DRESDEN, November 19th.

General Degoutie has issued an ordinance forbidding wholesale lockouts from November 30th on penalty of five years' imprisonment and a fine of 500,000 gold marks.

## EARLIER CABLES.

GERMANY AND THE  
ALLIES.

BERLIN, November 19th.

Herr Stresemann's announcement of his intention to refuse the surrender of the Crown Prince is regarded as a considerable strengthening of the Chancellor's position. Undoubtedly such refusal meets with the approval of the vast majority of Germans. The newspapers hitherto have not commented on the French threat of sanctions, except the *Monarchist Avenue Zeitung* and *Nationalist Deutsche Zeitung*. An article in the latter declares that if M. Poincaré in the latter declares that if M. Poincaré dares to let the robber hordes march further, they will have to wade in a sea of blood.

ENGLISH WOMEN ADVISED TO  
LEAVE GERMANY.

Official advice has been conveyed to the women clerks in the British Embassy and Military Guarantees Commission to return to England in view of the food difficulties and possible outbreaks and disorders in the winter, but the ladies at present are averse to departing.

## THE QUESTION OF SANCTIONS.

PARIS, November 19th.

The agreement of the Ambassadors' Conference is hitherto not published, and awaits ratification by the French Cabinet. It is understood it provides for sending a stiff Note of protest to Germany, without defining any sanctions which will be discussed later if Germany does not give satisfaction.

Paris, November 19th. The Conference of Ambassadors has agreed with regard to the resumption of Inter-Allied military control of Germany. It is still deliberating with regard to the return of the ex-Crown Prince.

A later Paris message says the Cabinet has unanimously approved M. Poincaré's attitude during the negotiations. The Conference of Ambassadors' final decision now depends on the views of the Allied Governments on the agreement in principle reached at the conference.

## LATEST CABLES.

## OBITUARY.

## DR. JOHN CLIFFORD.

The death is announced of Dr. John Clifford, M.A., D.D., D.Sc.

Dr. John Clifford was a prominent Baptist Minister and Author. From 1872 to 1921 he was President of many Baptist organisations and associations including the Baptist World Alliance 1905-1911. He was a most prolific author of religious works, many of which were political as well as theological. During and after the war he wrote a number of books dealing trenchantly with the European situation. He was in his 88th year at the time of his death.

## PRESIDENT OF REICHSBANK.

BERLIN, November 19th.

The death is announced of Herr Harvenstein, President of the Reichsbank. Herr Harvenstein came into prominence at the end of last year owing to his refusal to grant further credit for German commerce when the mark issue had passed the million million figure.

HONGKONG HARBOUR  
SCHEMES.

(Continued from page 5.)

The Hon. Mr. LANG: Do the Government want an adequate return on the capital?

Mr. FLETCHER: Undoubtedly.

Mr. LANG: Based on 6 and 7 per cent?

Mr. FLETCHER: That is the intention certainly.

Mr. LANG emphasised the importance of Shipping Companies having some information as to probable cost of taking up sections of the proposed wharves, and Mr. Fletcher replied that if it was decided to proceed with the scheme, definite figures would be worked out. Messrs. Butterfield & Swire proposed to build a wharf and other shipping companies could see how they fared.

EARLY COMMENCEMENT OF KENNEDY TOWN  
SCHEME.

Mr. FLETCHER went on to say that the Government was going on with the Kennedy Town scheme almost at once. He explained the sketch plan in some detail, especially as to the reservation, off the front areas to afford shipping facilities. Fixed decisions would not be made now but, at any rate, the area would not be sold for tenement houses or ordinary Chinese occupation. The Kennedy Town scheme was regarded by the Government as a development plan, and not as one adding to the congestion in a very crowded area. This scheme would expand West Point, and that was the Government's desire.

The Chairman: If you charge shipping or godown companies say 7 per cent on the outlay, I do not think it is certain that the result would be to reduce the cost of working cargo, because it would represent an enormous sum. The charges at present gave returns on values at the time when the wharves and godowns were constructed, which is a very different thing.

Mr. FLETCHER: Would you advise a Port Trust or anything of that kind? I think we ought not to be deterred by the consideration that the work is expensive but, if the Government is to do it, it will have to have an adequate return; if the Government undertake a Port Trust, it will have to give some compensation to present owners.

As to the North Point scheme Mr. Fletcher said it was proposed to develop this area entirely for cargo handling and godowns and not to permit residential use. The whole frontage to a considerable depth it was proposed to reserve absolutely for Port use.

## COMMENTS BY MR. EDKINS.

Mr. EDKINS said that the meeting was very much indebted to Mr. Fletcher for outlining so fully the Government ideas. He was sure the Chamber desired to do everything possible to help the Government to the best solution of these difficult problems, the solution of which would have so much bearing on the future—even more than on the present. He entirely agreed with Mr. Fletcher, subject to the qualification that a good many of the points in favour of the North Point scheme applied to the future rather than to the present. In discussing these questions at the Shipping Sub-Committee, there was a very strong opinion in favour of developing West Point before any other area; also that it was desirable to set a limit to the expense. That a great sum of money was involved in the various Harbour proposals was fully realised by the Shipping Committee.

With regard to the North Point scheme, it was considered that, although there was much to be said in its favour—personally he thought a great deal, especially in favour of getting quay walls built—there was not an urgent need for that frontage. He doubted it, within the next 10 or 20 years, so important a business quarter as West Point was likely to be moved because quay walls and godowns were developed at North Point. Speaking generally, he felt that, if funds were available, it was a good thing to proceed with the building of deep sea quay walls. However, he was very much impressed with the proposals made by Capt. Davidson and Capt. Robinson—not so much with the proposals themselves but with the ideas. The recent typhoon had brought home the importance of protection for large vessels. In the past Harbour schemes had been limited by financial considerations but now the Colony was considering the expenditure of money running into several million sterling, for Hingmoh Bay, and he thought it possible that sufficient consideration had not been given to the question of more definite protection for large vessels, perhaps because in the past it had been a question of difficulty in finding the money. It might be helpful and not involve too much delay if the question could be put to Sir Maurice Fitzmaurice: that open wharves did not seem to be the only thing for Hongkong Harbour. If funds were available and if the expert advisers could suggest ideas which would obviate the necessity of all the big steamers going out to shelter in typhoon weather, it would be very valuable in the interests of the Harbour in the future. The tendency was for more and more large steamers to come here and the anxiety of the owners and masters must be very great in typhoon times. This aspect of the question had not been put, so far as he knew, to the engineers—whether quay walls which would offer typhoon shelter could be provided at reasonable cost. Having regard to the fact that the Colony was building for the next 50 or 100 years, it was worth while to consider this aspect before being committed to large expenditure.

Mr. FLETCHER thought that the Consulting Engineers had in view the question indicated by Mr. Edkins. Mr. ANDERSON added that a scheme was already in existence for constructing a long arm projecting into the Harbour and enclosing an area for deep sea vessels. Mr. FLETCHER: Yes, and the Engineers were strongly of opinion that ships should leave the wharves in typhoon weather.

Mr. EDKINS: At Singapore where you have no hurricanes, you have a wet dock. Here, where it is more important, we have no such thing, and I think we ought to ask our Consulting Engineers whether it is possible to design sheltered wharves in place of open ones. We have got the money: is it not worth while putting the question?

Mr. ANDERSON: The question had really been put to the Consulting Engineers in the course of conversation in the office. Their opinion was asked on the question generally having regard to the fact that in a typhoon with a wind velocity of 130 miles per hour, a wind pressure was developed on the sides of ships of 10 lbs. per square foot. The Engineers said it was impossible to contemplate constructing wharves which would protect ships against such winds.

Mr. EDKINS: What about the *Tamara*? Mr. ANDERSON suggested in reply that the *Tamara* was in an exceptionally well sheltered position.

Mr. EDKINS: Is it within the bounds of possibility to devise sheltered sea docks? Mr. EDKINS: This new idea having been brought forward by Capt. Davidson, I think it would be a great pity to embark on an expenditure of several million sterling without asking the Engineers their opinion as to the possibility of constructing a sheltered dock for deep sea vessels.

The Committee indicated their approval of this suggestion by loud applause. Mr. FLETCHER agreed that a dock would be most desirable if it could be built.

The Chairman suggested that the two Japanese steamers which were driven alongside piers in the typhoon of August 18th did not sustain much damage.

Mr. FLETCHER thought that the reason for that was that the vessels did not come alongside until quite late in the typhoon; also that the Government pier (Statue Wharf) was specially strengthened. The *Ginga Maru* was practically not alongside, so that one could not argue from that. Mr. ANDERSON: Here him out that the Engineers were consulted and expressed an opinion against docks for large vessels in typhoon weather, but there was no possible reason, if the suggestion was feasible, why the Engineers should not be further pressed on the subject.

Referring further to difficulties in connection with development in West Point Mr. Fletcher mentioned that, if the thing was to be done properly, it would be necessary to remove the tramway from the Harbour front and so provide free access to godowns. An estimate was obtained by the Government for driving a short length of road at Western Market in order to join Des Vaux Road Central and Des Vaux Road West, and it was estimated that it would cost \$4,500,000 merely to resume the land. If the scheme actually went forward it would probably cost a much greater sum. If enormous costs were to be piled up in this way it would be impossible to make any Harbour scheme profitable.

Mr. SUTHERLAND thought that if the Government continued with the Kennedy Town scheme the requirements of the West Point district would be met.

Mr. FLETCHER said that documents were practically ready for tenders.

Mr. P. A. Cox wished to impress on the Government that there is no real shelter in Hongkong Harbour for large steamers in typhoon weather.

Mr. EDKINS: Would it appeal to you, Mr. Fletcher, to put the whole of the schemes before Sir Maurice Fitzmaurice so that they could be dealt with in one more comprehensive report, and especially with a view to obtaining more shelter for typhoons.

Mr. FLETCHER thought it would be quite sufficient to put these questions before Mr. Duncan on his return to the Colony in the early Spring. Mr. Duncan had been specially chosen for service in the Colony on account of his special abilities in these matters.

Mr. EDKINS: Personally I am quite in favour of development in all three areas, but, if we can have something better than any of the schemes now before us, it is worth while waiting for it a little longer.

Mr. FLETCHER: I quite agree. If we can get this wet dock I am strongly in favour of it. After further discussion, Mr. Fletcher undertook to put the question of a wet dock before Mr. Duncan on his return from leave.

Mr. SUTHERLAND mentioned the question of transport and communication between West Point and any new area developed at North Point. To move the centre of business would be a very gradual process and there must be means of transport because the consumer was at West Point although the bulk of the cargo might be at North Point. What had the Government in view for linking up these two very busy centres?

Mr. FLETCHER replied that as soon as Government could get the military lands and an expert valuer was on the way from Home—a 100 foot road would be made from the City Hall, direct to North Point. If the meantime, Queen's Road was gradually being widened. He could not hold out very much hope westward as the district was so congested, but, as motor transport developed, communication would improve. Rickshaws would tend to be driven off the streets, and the Government contemplated taking the chairs off the streets altogether in the City district between Queen's Road and the sea.

Mr. SUTHERLAND asked if the 100 foot road would be taken along the Harbour front.

Mr. FLETCHER replied in the negative, adding that a narrower road would be suitable between the godowns and the wharves, and it was desired not to congest the wharves by admitting through traffic. The godown owners would have rights across the Harbour road, which would be a thoroughfare for traffic of cargo and not a public road. At North Point, an area 500 feet wide between the 100 foot road and the sea wall would be reserved for shipping business premises, and not used for residential purposes.

The Chairman: In view of the fact that Mr. Fletcher is in favour of deferring the question of Harbour development until Mr. Duncan comes back, is it the feeling of the meeting that we should also defer the consideration of other questions relating to the Harbour?

The meeting agreed to this course being taken. Mr. Fletcher stipulating that work would proceed on the reclamation at North Point.

## FERRIES.

The Chairman remarked that the question of the Jordan Road ferry landing was rather bound up with Capt. Davidson's scheme.

Mr. FLETCHER: Yes, it is but, in any case, the Government have gone exceedingly carefully into it. Mr. Duncan has worked very hard on it, and the Government are convinced that this is the place for a vehicular traffic landing place. It is closer to the centre of Kowloon. Only a limited district is better served by a ferry terminus at Kowloon point, and that district may possibly be more or less given up to godowns in the near future.

In this connection, Mr. Fletcher exhibited plans of completed and projected 100 foot roads in the vicinity of Jordan Road, which point, he considered, gave most direct access to the whole of Kowloon. In addition, if the Star Ferry Co. decided to provide for vehicular traffic the Government would be only too glad. He had, in fact, arranged such a scheme with Mr. Johnstone, but the Company did not go on with it.

Mr. W. S. BROWN submitted that the central point of the traffic at present is the district in which the Wharf and Godown Co.; Holt's Wharf and the Railway are situated.

Mr. FLETCHER: But there is no traffic except passenger traffic.

Mr. BROWN: When these vehicular ferries are started there would be a large flow of motor lorries crossing the Harbour. It would be very much cheaper and quicker if there is a ferry service between Kowloon Point and West Point. Motor lorries will take the place of the present small boat traffic which crosses between the two points at present.

Mr. FLETCHER: I do not know that it would be cheaper and it will not be nearer, if this Hingmoh scheme goes through. At Kowloon Point it is a mile to Yauwatti and the Chinese traffic is developing immensely. The Chinese do not want to be landed at Kowloon Point. The principal development of the district is in the vicinity of Jordan Road.

Mr. COVILL: It seems to me we shall need both.

Mr. FLETCHER: There is no question of stopping the Star Ferry.

Explaining further the Government policy with regard to ferries, Mr. Fletcher said it was the intention to have a very big wharf with a concourse area and avoid a great congregation of rickshaws waiting to take passengers from one wharf to another. A passenger would be able to go from one ferry to another without leaving the wharf. The Government also wanted to get the Canton steamer landing places better organised. As to the position of the ferry wharf on the Hongkong side, the Chinese did not wish to go further east than Jubilee Street; neither was it desirable to bring lorries close to the big office buildings in the centre of the town. European passengers would continue to take the Star Ferry.

The Chairman mentioned that the reason why the proposal for a vehicular landing stage in connection with the Star Ferry did not eventuate was that the directors had an idea that the Government was going to take over the Star Ferry.

Mr. FLETCHER: I do not know where they got that idea from. The Government never had any such intention.

The Chairman: Then the Jordan Road scheme came along and it was decided to await developments.

Mr. FLETCHER remarked, with regard to rumours of taking over by the Government, that it was much better to come and ask a definite question.

In reply to further questions, Mr. Fletcher said the Government regarded the Jordan Road ferry as an expansion of the Yauwatti service. It was intended to provide for large vessels capable of carrying at least 10 lorries each. He personally was pressing for a free ferry for passengers—not for lorries—and if that principle were adopted, presumably the Government would have to take over the Star Ferry. That was only an expression of his own personal opinion; he thought it was to the public interest to have a free ferry, just as one had a free road.

The Chairman: Is the feeling of the meeting that a vehicular ferry at Jordan Road is desirable, that the Star Ferry should be continued, that vehicular ferries are desirable there also? If so, Government will work out a scheme in detail, and eventually put it before us for our views.

## TYPHOON REFUGE AT SHAIKIWAN.

The Harbour Master exhibited a plan showing a suggested means of providing typhoon shelter at Shaikwan and Mr. FLETCHER undertook to go into the question.

IMPROVEMENT OF MONGKOKTSUI  
REFUGE.

It was indicated that this question is also under consideration with the object of carrying out works originally suggested but not put into effect at the time of construction of the Refuge, on account of high cost.

On the question of the allocation of moorings, Mr. FLETCHER suggested that this was simply a matter for the Shipping Sub-Committee of the Chamber and the Harbour Master to make rules.

On the question of small ships anchoring at strongest moorings, Mr. FLETCHER asked why moorings should not be made so strong that they would hold anything.

(Continued at foot of next column.)

## THE SMALL POX EPIDEMIC.

(Continued from page 6.)

Mr. KOCH said he had been informed by Medical Officers at Canton that every time there was an epidemic of disease in Hongkong that epidemic was three or four times as bad in Canton. He wondered whether it could be arranged that in addition to having the house to house vaccination that all passengers arriving in Hongkong should be vaccinated before leaving the ships.

The Chairman said that this scheme had already occurred to him, but he thought it would be difficult to work and he thought the house-to-house scheme would be best. He asked the Medical Officer of Health to express his opinion on the subject.

The Medical Officer of Health said he did not think such a scheme could be easily carried out. Many of the ships arrived late at night and at that hour after a sea journey the passengers would hardly be in a fit state for vaccination. Then again it would hardly be suitable to carry out vaccinations on a closely packed passenger ship. Then, again, many came down by railway and in normal times the number who arrived in Kowloon by rail was approximately as large as those who arrived by steamer.

The Chairman said that he had no objection to the scheme being tried.

Mr. WONG KWONG TSI suggested that the medical practitioners in the Colony should be asked to vaccinate free of charge. He thought there were many who did not like going to the public stations who would go to the medical practitioners if they could be done free of charge. The Sanitary Department could supply the ink and other necessities to them for the purpose. If this could not be arranged he suggested that the medical practitioners be asked to vaccinate and that the Government remunerate them for their services.

The Chairman said that the campaign scheme was a good one and that the Chinese vaccinators were very successful with the work.

Dr. PEARCE: We have plenty of vaccinators; all we want is people to come to them.

This was all the business before the meeting.

AN ECHO OF THE "SUI AN"  
PIRACY.EX-PILOT OF THE SHIP DETAINED  
BY THE POLICE.

Yesterday a suspicious character was found in the pilot's room of the *S.S. Hingmoh*. He was taken charge of by the Water Police and eventually handed over to the detectives at Central Station to deal with. The man was formerly a pilot on the *S.S. Sui An* at the time of the piracy (which by the way occurred a year ago this week). After the piracy he disappeared and has since been living in Macao. His actions, according to the crew of the vessel, have not been above suspicion, and yesterday when he visited Hongkong by the *Hingmoh*, making use of the pilot's room during the journey, his presence on arrival of the vessel in Hongkong was reported to the police.

The police are at present investigating the case, but at the moment they have nothing definite to prove against him and he will in all probability be released from police custody to-day.

## LATEST CABLES.

## CANADIAN TRADE.

## A SUBSTANTIAL INCREASE.

OTTAWA, November 19th.

The trade of Canada for the twelve months ending October 31st was imports, \$912,000,000 and exports, \$904,000,000, being increases of \$172,000,000 and \$170,000,000 respectively as compared with last year.

Privates E. Hart and E. Cottell, of the King's Regt., were charged with causing damage to a Mr. Pang's ricksha to the extent of about \$10 in Queen's Road Central at midnight on Monday. One rode in the vehicle and the other acted as puller and they refused themselves in this way for some time until the footrest broke from rough usage. The defendants declined to make a statement. The Magistrate ordered the two men to pay \$5 compensation and discharged them, with a caution.

The Harbour Master replied that it was not a question of strength of moorings but of strength of cables. The French liner's cable broke in the August 18th typhoon.

The Chairman: It is very difficult to get a good hold in Kowloon Bay.

The Harbour Master: You would have to allocate them in some way. In the last typhoon we had 70 ships in Harbour.

Mr. FLETCHER: And if you had a wet dock it would only accommodate 10 ships. Would it be possible to put a boat from an *Empress* in the Naval Camber? There are rarely any large ships there in the typhoon season.

The Chairman: The question of allocation of moorings is left to the Shipping Sub-Committee, and the Harbour Master. The position of these various matters is that when Mr. Duncan returns he will report on the feasibility of a wet dock, a refuge at Shaikwan and an improvement of Mongkoktsui refuge. The ferry question will be gone into further by the Government and will be referred to the Chamber later on, when additional particulars and a more complete scheme are available.

The proceedings concluded with an expression of thanks to the Hon. Mr. Fletcher, Commander Beckwith and Mr. Anderson for their assistance.



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## RESCUE OF LADY CAPTIVES.

EXPERIENCES WITH THE  
BANDITS.

## HOW THEY ESCAPED.

A Hankow paper says:—  
The full story of the experiences of Miss Darroch and Miss Sharp, while in the hands of the Hunan bandits will not be learned till the ladies themselves return to port. At present they are in Kaitung-fu. Meanwhile two other ladies, Miss Wilson and Miss Thompson, who were coming from Chongchih in Shensi to Hankow, found them on the train which they boarded at Hoan-fu and what they learned of the story they kindly related to us.  
All was peaceful in Sihwa-hien, a quiet little Hunan city where the two ladies had been stationed for years when it was suddenly attacked by bandits on the morning of September 23rd. There had been many rumours in the country side about bandit outrages, but it was not expected that their city would be attacked and no preparations for defence were made. They heard the sound of firing at daybreak and at first thought it was crackers, but the news brought the alarm that the bandits had come to the city and considered what best should be done. It was impossible to run, and equally impossible to hide, so they resolved that, if the bandits should trouble them, they would allow them to take whatever they pleased. In due time their premises were ransacked and whatever was thought worth carrying away was taken, and then the bandits said they wanted to take Miss Sharp but Miss Darroch could stay because she was too old. The ladies, however, declined to be parted so they were kept under guard till nightfall when they were both placed in a cart. A number of their schoolboys were also taken but none of the school girls. The ladies pleaded with them to let the youngsters go as they belonged to poor people but were told to mind their own business. At nightfall the gang set out with a large quantity of loot which they had secured conveyance for, and also many captives who were made to walk. They were driven along the road like sheep in the daytime tied in bunches by their pigstails, and at night they were carefully guarded to prevent escape. There were 5,000 bandits in the gang, and by the time they were checked they had 3,000 prisoners.

## NO VIOLENCE OFFERED.

They seldom remained more than twenty-four hours in one place, and travelled at night by preference. They followed a zigzag course and planned to reach some town or small city early in the morning so as to capture it by surprise. No opposition was met with from the soldiers, and the poor people who were unarmed could do nothing. They seemed to be well supplied with information as to the district passed through, and knew who had money in hand, or who was likely to be worth taking. In this way they trekked along till they had crossed the railway and entered the hills country. No violence was offered to the ladies, and they got as good food as the district provided, but they were always carefully guarded. Nearly a month passed in this way during which many towns had been plundered, and then troubles began. The bandits had expended all their ammunition and could get no more, so from being the robbers it became their turn to get robbed for they were set upon by the country militia. The carts could not travel amongst the hills so were abandoned, and parties were got for the ladies, but neither had been accustomed to riding and could not sit the animals. The food supplies also gave out and they had nothing to eat save one bowl of millet gruel in the twenty-four hours. Then the soldiers came and it became a race to reach Lushan, in which district the old headquarters of White Wolf—the hills are so rugged that they did not expect to be pursued there.

This was the worst time. The fatigue of scrambling up and down precipices, of being dragged through streams waist deep and kept tugging along was killing. Their clothes had been torn to tatters, and their shoes were gone. Their feet were cut up by the stones and filled with thorns, but there was no rest for them. When they gave in and refused to go further, the bandits brought their rifles and threatened to shoot them. At night they thought themselves fortunate if they got a scrap of covering save the Chinese clothes which their captors had handed over when their own were gone. The worst was the shower of bullets which met them at every turn of the road, and they did not know at what moment they might be killed or wounded.

## THE ESCAPE.

This was their experience for several days when one morning there was a sudden alarm that the soldiers were at hand and the usual stampede. In the hurry the two ladies were separated and neither knew what had become of the other. Miss Darroch was dragged off by the Captain of the band and one of his men to the foot of a precipice and told to climb up. She said she could not so he went ahead to show her the way when he got into a fix himself and his man climbed up to help him. Upon this Miss D. proceeded to crawl away in the opposite direction and got into a little thicket in a hollow where she remained till the soldiers came up. These at first would not believe she was a foreign woman at all as her clothes were in rags and her head was covered with a bit of toweling. As soon as the soldiers were satisfied she was the lady they were in search of she implored them to go to the rescue of Miss Sharp, but she had been already rescued. In her case she was asked to jump down a precipice and as she refused the bandits jumped down themselves and made off. She found a little cave and crawled in there when soon after the soldiers appeared. They said they were Wu Pei-fu's men who had been sent out to bring the two foreign ladies to Loyang, and treated them quite kindly till they arrived there after a further journey of five days. A number of other captives made their escape at the same time, including what was left of their school boys.  
(Continued at foot of next column.)

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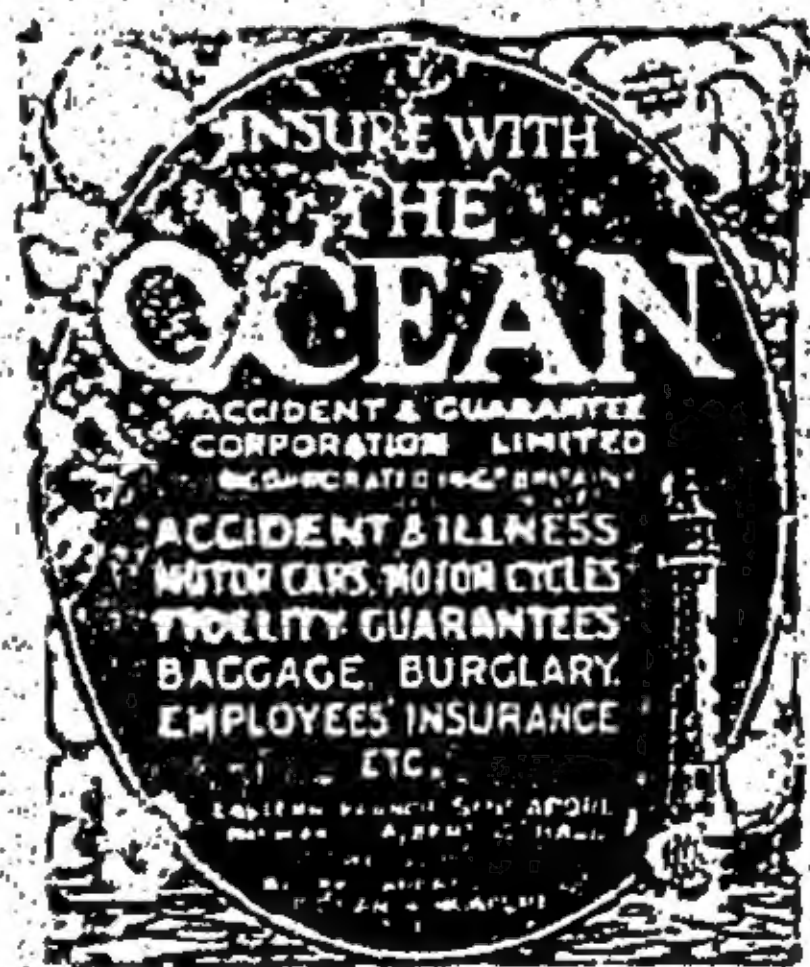
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From that point the hunt was up, and what became of the bandits afterwards is not known. The credit of their rescue seems to belong to Wu Pei-fu, but he could more easily have done it first than last. There were a number of occasions on which the soldiers might have got them off but they always exhibited a wonderful faculty of keeping out of the way. The ladies knew that they were being followed by three male members of their mission, and always kept their hopes bright that some day they would meet with deliverance, but it was a terrible ordeal to go through as long as it lasted. They are reported to be in fairly good health, but so overcome by their experience that they just want to rest and not to be bothered by anybody.

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## THE MONTROSE YUEN SANG COLLISION

YESTERDAY'S PROCEEDINGS.

NAUTICAL EXPERTS IN THE WITNESS BOX.

The case in which the Indo-China Steam Navigation Co. are suing the owners of the *Montrose* for damage caused to their vessel the *Yuen Sang* by a collision during the Manila typhoon of 1920 was continued yesterday afternoon before his Lordship the Chief Justice (Sir William Reg. Davies) and an Assessor (Com. Beckwith, R.N.) sitting in Admiralty jurisdiction.

The proceedings opened by the Assessor putting a number of questions to Capt. Wheeler, the Marine Superintendent of the plaintiff company.

Capt. Wheeler was asked whether there was any piermaster of responsibility in Manila to see that these ships were made properly fast.

Capt. Wheeler: There is a man in charge. He is in the Customs Department and what he does is to place your ship in such a position that your hatch comes in line with particular doors into which he wishes to put the cargo, and that is why you have some ships projecting well beyond the pier. That is because the shore end of your pier may be full of cargo.

Com. Beckwith: Then I take it the *Montrose* would have been berthed by this person?—Yes, she was berthed there just for convenience in handling cargo.

Com. Beckwith: The *Yuen Sang* was lying in a particularly snug spot except for one quadrant where she was on a particularly bad lee shore. August is a very bad month. The ship was lying there with steam up. I notice that on August 31st at 1 a.m. the glass started to fall and continued to fall until late in the evening. If you had been in the *Yuen Sang* under these conditions would you have been anxious on seeing your glass fall when it should have risen?

Capt. Wheeler: No sir, not up to 6 o'clock in the evening. Then I certainly would have been very anxious. I think possibly I might have been misled the same as the other shipmasters seem to have been misled. On the day previous, reading the weather report, I noticed a typhoon indicated as being shown across Luzon into the China Sea and the forecast said that this typhoon or depression would probably deepen when it entered the China Sea. That was followed by a later report which stated: "Typhoon has entered the China Sea and deepened." One who is used to this port knows very well that there has never been recorded a typhoon which originated in the China Sea close enough to affect the Philippines and cross directly over it; though on the top of that you would have this typhoon or depression crossing the China Sea and deepening. That would have the effect of causing your barometer to fall, even if a typhoon was not approaching. There would be a general lessening of the atmospheric pressure and the wind approaching from the South-west would confirm it. One would not be surprised at the fall owing to the deepening of the depression. A typhoon need not be approaching if your barometer is falling under these conditions. I am satisfied that every shipmaster in Manila with the information in their possession that they would get through the daily press associated the falling of the barometer with the typhoon which had already crossed the China Sea and was expected to deepen and had deepened. They were more or less unprepared. That is confirmed, I think, by the small craft that were caught in the harbour.

Mr. Jenkin: I put it to you, that if the *Yuen Sang* started heaving out on her anchor at 7 o'clock with a view to going out, it was unseamanlike?—No. That closed the plaintiff's case and Mr. Jenkin then announced that he proposed to call Capt. G. D. Arthur, of Messrs. Carmichael and Clark, who would say that in his opinion had the *Montrose* been in steam she would not, when her forward masts broke, have been in a position, with the exercise of ordinary maritime skill and care, to have used those engines. Capt. Arthur would also say that she was in a good position and that to have attempted to drop back would have been conduct wanting in skill, and would have been fraught with danger and that, in his opinion, the right course for the master of that ship to take was to remain where she was.

The Chief Justice: Will he go so far as to say that if she had had steam up it would have been of no avail?

Mr. Jenkin: Yes.

Captain George Duncan Macpherson Arthur, was then examined by Mr. Prosser on the lines indicated by Mr. Jenkin. He said he was a marine surveyor, being a partner in the firm of Messrs. Carmichael and Clark, and had been 42 years at sea. For 10 years he commanded Blue Funnel ships running to Manila.

Mr. Prosser: If you entered Manila harbour with a No. 1 typhoon signal flying, what would you do as regards steam?

Capt. Arthur: With regard to steam during the typhoon months in Manila, Hongkong and Japan, I always kept "banked fires" irrespective of whether a typhoon signal was flying or not. That was not altogether a matter of personal judgment. I think it was understood to be orders from Home.

Capt. Arthur expressed the view that at 6.30 p.m. the *Montrose*'s berth without steam, was as safe as any you could get in Manila harbour. Under the conditions prevailing, with or without steam, he would not have moved. As far as moving back along the wharf was concerned, he did not see that steam entered into it. The main steam would not have been required to move the ship.

Mr. Prosser: If some of the moorings had parted and there was a very big strain on the other moorings, would you have used your engines to ease the strain?

Com. Arthur: No that is not practicable.

Mr. Potter, cross-examining, asked the witness, whether if he had been in the position of the *Montrose* he would have preferred to have steam or not.

Capt. Arthur replied that he would prefer to have steam "in order to clear my reputation." Pressed further by counsel, he agreed that he would also like to have steam up so that he would have it in case there was any possibility of using it. Proceeding, Capt. Arthur said that if he had been in charge of a Blue Funnel boat he would have got up steam and gone out, assuming he could get clear of the wharf and the breakwater before it got dark. He could not think of any emergency, except a fire on the wharf, in which a ship of the *Montrose* class lying alongside that wharf could possibly have used steam. If the *Montrose* had attempted to leave the wharf she would not have had the power to face the gale because she was "flying light" and had 45 fathoms of cable hanging across her bow. "She would have careered across to the other side and the mess would have been worse." "I believe," witness said, "that if I had been master of the ship under these conditions I would have stayed at the wharf." Continuing after this, evidence of the Chief Officer of the *Montrose* (Mr. Walter Steven) which had been taken on commission, was read by Mr. Campbell Prosser, and the case was again adjourned.

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THE OFFICES of the "HONGKONG DAILY PRESS" have been removed to 1A CHATER ROAD (2nd floor), to which address all correspondence should be directed. Hongkong, 16th July, 1923.

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| HAIPHONG                        | via HOIHOW            | "MINGSANG"    | Thursday, 22nd Nov., Noon.   |
| TIENTSIN                        | via HOIHOW            | "CHEONGSHING" | Thursday, 22nd Nov., Noon.   |
| MANILA                          | via SWATOW            | "SUISANG"     | Saturday, 24th Nov., 11 a.m. |
| SHANGHAI                        | via SWATOW            | "LORSANG"     | Sunday, 25th Nov., 7 a.m.    |
| BANGKOK                         | via SWATOW            | "KWAISANG"    | Sunday, 25th Nov., 10 a.m.   |
| SHANGHAI                        | via SWATOW            | "TIVOSANG"    | Tuesday, 27th Nov., 7 a.m.   |
| SHANGHAI                        | via SWATOW            | "WOSANG"      | Tuesday, 27th Nov., 7 a.m.   |
| TSINGTAU                        | via SWATOW & SHANGHAI | "KWONGANG"    | Wednesday, 28th Nov., 7 a.m. |
| BANGKOK                         | via HOIHOW            | "CHUNSHANG"   | Thursday, 29th Nov., 10 a.m. |
| SHANGHAI                        | via SWATOW            | "YATSHING"    | Friday, 30th Nov., 7 a.m.    |
| HAIPHONG                        | via HOIHOW            | "LEESANG"     | Saturday, 1st Dec., Noon.    |
| STRAITS & CALCUTTA              | via SWATOW & SHANGHAI | "KUTSANG"     | Saturday, 1st Dec., 3 p.m.   |
| TSINGTAU                        | via SWATOW & SHANGHAI | "FUOSHING"    | Wednesday, 6th Dec., 7 a.m.  |
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| "GLENSTAR"       | 3rd Dec.       | "GLENAMORY" | 14th Dec.        | Genoa, London, Rotterdam and Hamburg. |
| "CARMARTHENSIRE" | 14th Dec.      | "GLENAMORY" | 14th Dec.        | Genoa, London, Rotterdam and Hamburg. |
| "GLENSTAR"       | 27th Dec.      | "GLENAMORY" | 30th Dec.        | Genoa, London, Rotterdam and Hamburg. |
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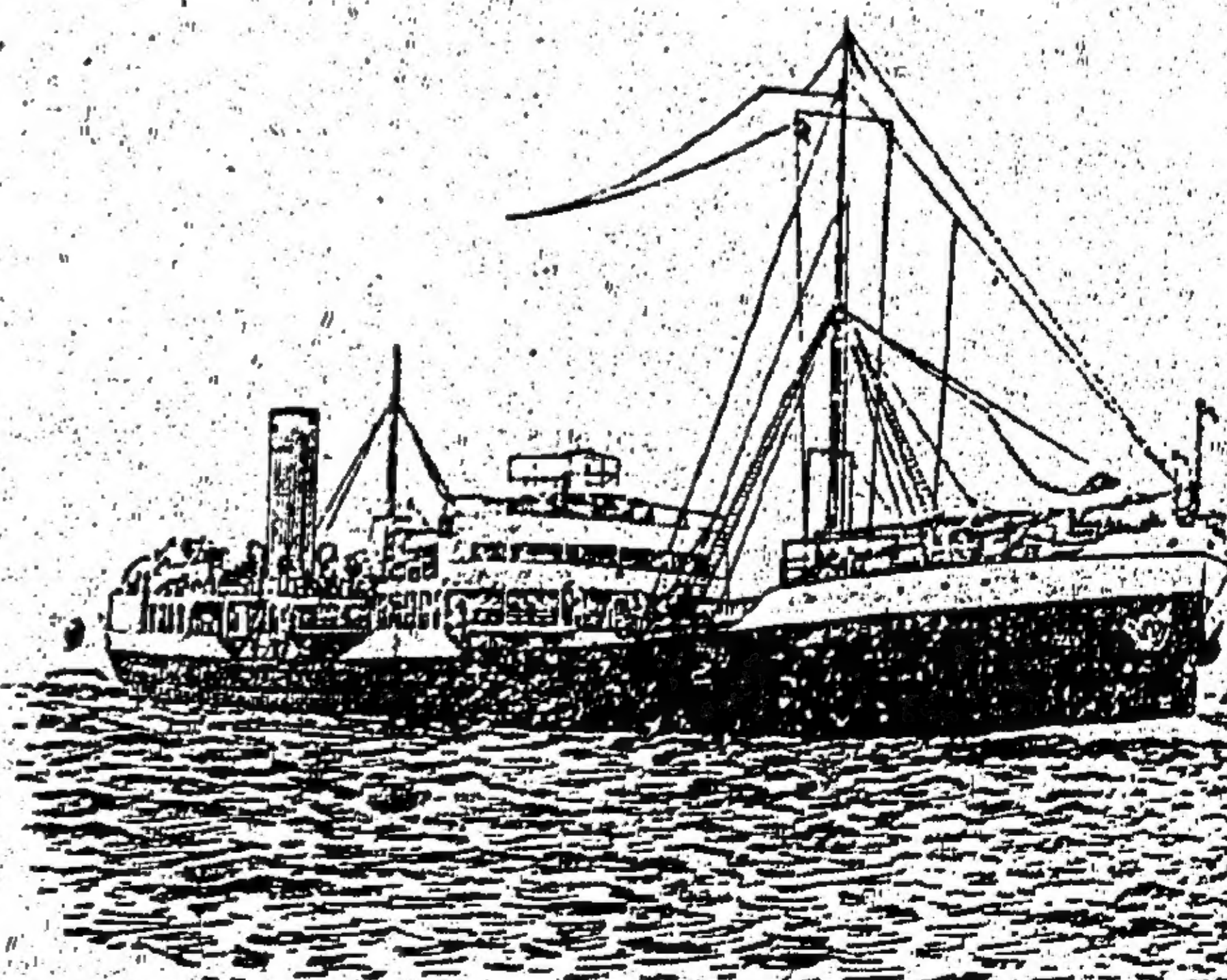
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| PORTHOS        | —                              | —  | 26th Nov.                                      |
| ANGKOR         | —                              | —  | 10th Dec.                                      |
| CHAMBER        | 19th Oct.                      | 23rd Nov.  | 24th Dec.                                      |
| PAUL LECAT     | 2nd Nov.                       | 9th Dec.   | 7th Jan. 1924.                                 |
| ANDRE LEBON    | 18th Nov.                      | 20th Dec.  | 21st Jan.                                      |
| AMBOISE        | 30th Nov.                      | 3rd Jan.   | 14th Feb.                                      |
| CORDILLERE     | 14th Dec.                      | 17th Jan.  | 18th Feb.                                      |

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| "RYANZA"        | 7,023   | 25th Nov. D.L.        | Y. via, L'don, A'werp & R'dam.      |
| "KALYAN"        | 9,063   | 30th Nov. daylight    | Marseilles, London & Antwerp.       |
| "BOUDAN"        | 6,696   | 13th Dec.             | Spore, Penang, Colombo & B'bay.     |
| "DEVANHA"       | 8,092   | 14th Dec.             | Mart. London & Antwerp.             |
| "KAISAR-I-HIND" | 11,430  | 25th Dec.             | B'bay, Mart., Gib., L'don & A'werp. |

1924.

| S.S.        | Tonnage | From Hongkong (about) | Destination                                    |
|-------------|---------|-----------------------|--|
| "KHIVA"     | 9,097   | 12th Jan.             | (MARSEILLES & LONDON via Usual Ports of Call.) |
| "MACEDONIA" | 11,089  | 26th Jan.             | do.  |
| "KASHGAR"   | 8,440   | 9th Feb.              | do.  |
| "MOREA"     | 10,811  | 23rd Feb.             | do.  |
| "KARMA"     | 9,068   | 8th March             | do.  |
| "NADIRA"    | 15,993  | 22nd March            | do.  |
| "KHAYBER"   | 9,014   | 5th April             | do.  |
| "CHINA"     | 7,952   | 19th April            | do.  |
| "KALYAN"    | 9,063   | 3rd May               | do.  |
| "KASHMIR"   | 8,960   | 17th May              | do.  |
| "KHIVA"     | 9,097   | 31st May              | do.  |

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| S.S.    | Tonnage | From Hongkong (about) | Destination                   |
|---------|---------|-----------------------|-------------------------------|
| "JAPAN" | 6,052   | 22nd Nov. 1 p.m.      | Singapore, Penang & Calcutta. |
| "TANDA" | 6,986   | 6th Dec.              | do.                           |

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| S.S.         | Tonnage | From Hongkong (about) | Destination  |
|--------------|---------|-----------------------|--|
| "EASTERN"    | 4,000   | 4th Dec.              | Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne. |
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| "ST. ALBANS" | 4,500   | 2nd Feb.              | do.  |

Frequent connections from Australia with the following—  
 The Union S.S. Co's Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal, (San Francisco, etc.)  
 The P. & O. Branch Service of Steamers to London via the Cape.  
 The New Zealand Shipping Co's Steamers for Southampton and London via Panama Canal.

## SAILING TO SHANGHAI &amp; JAPAN

| S.S.         | Tonnage | From Hongkong (about) | Destination            |
|--------------|---------|-----------------------|------------------------|
| "TAKADA"     | 6,949   | 29th Nov.             | Shanghai, Moji & Kobe. |
| "BOUDAN"     | 6,696   | 30th Nov.             | Shanghai.              |
| "KHIVA"      | 9,097   | 1st Dec.              | Shanghai, Moji & Kobe. |
| "ARAFURA"    | 6,000   | 11th Dec.             | Moji & Kobe.           |
| "MACEDONIA"  | 11,089  | 15th Dec.             | Shanghai, Moji & Kobe. |
| "KASHGAR"    | 8,440   | 29th Dec.             | do.                    |
| "SICILIA"    | 6,913   | 5th Jan.              | Shanghai, Moji & Kobe. |
| "ST. ALBANS" | 4,500   | 12th Jan.             | Shanghai, Moji & Kobe. |
| "MOREA"      | 10,811  | 12th Jan.             | Shanghai, Moji & Kobe. |

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

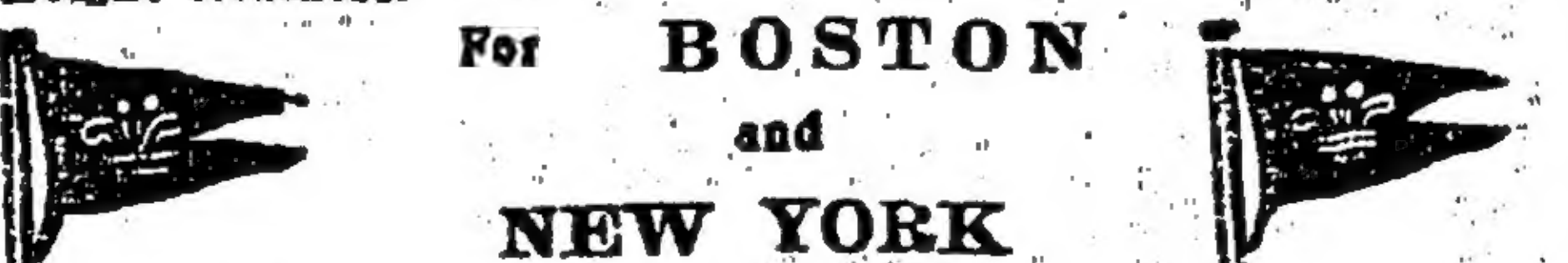
\* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.  
 \* First Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.  
 All Cabins are fitted with Electric Fans free of charge.  
 Parcels Measuring not more than 24 ft. x 4 ft. x 4 ft. will be received at the Company's Office up to Noon on the day previous to sailing.  
 For further Information, Passage Fares, Freight Handbooks, etc., apply to—

MACKINNON, MACKENZIE &amp; CO.,

21, Des Voeux Road Central, HONGKONG. Agents.

## PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.



S.S. "EASTERN PRINCE" on 26th November.

For Freight and full particulars apply to—

Telephone: Central 3165  
 Telegrams (Paraprinces)  
 FURNESS (FAR EAST) LIMITED  
 (Incorporated in Great Britain)  
 51, George's Building [21]

# O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

| S.S.   | Tonnage | From Hongkong (about)        | Destination                              |
|--|---------|------------------------------|--|
| LONDON, HAMBURG, ROTTERDAM & ANTWERP               | —       | —                            | via Singapore                            |
| "AMUR MARU"  | —       | Monday, 10th Dec.            | Colombo, Sum and Port Said.              |
| RIO DE JANEIRO, SANTO & BUENOS AIRES               | —       | —                            | via Saigon.                              |
| "TACOMA MARU"                                      | —       | Friday, 30th Nov.            | Singapore, Colombo, Durban and Capetown. |
| "TACOMA MARU"                                      | —       | —                            | (Calls at Port Elizabeth)                |
| "ANDER MARU"                                       | —       | Thursday, 22nd Nov.          | via Singapore and Colombo.               |
| "ARGON MARU"                                       | —       | Wednesday, 5th Dec.          | (Calls at Penang)                        |
| HAIPHONG, SWATOW & BANGKOK                         | —       | —                            | —  |
| "KISHU MARU"                                       | —       | Sunday, 2nd Dec.             | —  |
| CALCUTTA via Singapore & Rangoon                   | —       | —                            | —  |
| "HONOLULU MARU"                                    | —       | Wednesday, 12th Dec.         | —  |
| VICTORIA, SEATTLE, TACOMA & VANCOUVER              | —       | —                            | via Shanghai and Japan Ports.            |
| "ALABAMA MARU"                                     | —       | Wednesday, 21st Nov.         | —  |
| NEW YORK via Japan Ports, San Francisco and Panama | —       | —                            | —  |
| "RYANZA MARU"                                      | —       | Middle of Nov.               | —  |
| JAPAN PORTS—Moji, Kobe, Osaka, Yokohama & Nagoya   | —       | —                            | —  |
| "BORNEO MARU"                                      | —       | Tuesday, 27th Nov.           | —  |
| KEELUNG, SWATOW & AMOY                             | —       | —                            | —  |
| "AMAKUSA MARU"                                     | —       | Sunday, 25th Nov., 10 a.m.   | —  |
| "KAIYO MARU"                                       | —       | Sunday, 2nd Dec., 10 a.m.    | —  |
| TAKAO, SWATOW & AMOY                               | —       | —                            | —  |
| "SOSHU MARU"                                       | —       | Wednesday, 28th Nov., 8 a.m. | —  |
| TAKAO & KEELUNG                                    | —       | —                            | —  |
| "TOYEN MARU"                                       | —       | Tuesday, 4th Dec.            | —  |

For further particulars please apply to—

OSAKA SHOSHEN KAISHA,

K. SHIMA, Manager.

# CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

| Ports                     | Steamer     | Date of Departure    |
|---------------------------|-------------|----------------------|
| SHANGHAI                  | "SUNNING"   | On 21st Nov. D.L.    |
| YUENYAT via BALIK PAPAN   | "TAIKOOYAN" | On 21st Nov. 9 a.m.  |
| MANILA                    | "TEAN"      | On 21st Nov. 4 p.m.  |
| AMOY, SWATOW & SINGAPORE  | "KAYING"    | On 22nd Nov. D.L.    |
| SWATOW & SHANGHAI         | "SOOCHOW"   | On 22nd Nov. 10 a.m. |
| SHANGHAI & TSINGTAO       | "SHANTUNG"  | On 24th Nov. D.L.    |
| SWATOW & SHANGHAI         | "SZCHUEN"   | On 25th Nov. 10 a.m. |
| AMOY, SHANGHAI & PUKOW    | "LUCHOW"    | On 27th Nov. 10 a.m. |
| SWATOW & BANGKOK          | "KIANGSU"   | On 27th Nov. 10 a.m. |
| HOIHOW, PAKHOI & HAIPHONG | "CHINHUA"   | On 28th Nov. 11 a.m. |
| MANILA                    | "YUNNAN"    | On 28th Nov. 4 p.m.  |
| SWATOW & SHANGHAI         | "TAMING"    | On 29th Nov. 10 a.m. |
| SHANGHAI & TSINGTAO       | "SUIYANG"   | On 29th Nov. 10 a.m. |
| TIENSHIN                  | "LIANGHONG" | On 1st Dec. D.L.     |
|                           | "KUEICHOW"  | On 1st Dec. 4 p.m.   |

SHANGHAI LINE.—Excellent Saloon accommodation and ships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Pakow, Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Telugao). Cargo taken on through B/Lading to all European and North China ports. Passengers for Shanghai do not require to tranship at Foochow.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-birth cabins.

For Freight or Passage apply to— BUTTERFIELD &amp; SWIRE

Telephone Central 33. (JOHN SWIRE &amp; SONS, LTD., Agents)

CARGO &amp; PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD &amp; SWIRE (John Swire &amp; Sons, Ltd.)

## AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

| Steamer   | Ats. Hongkong from Australia. | Leave Hongkong for Manila, Sandakan, Thure, Is. & Aus. Ports |
|-----------|-------------------------------|--|
| "TAIYUAN" | 2nd December.                 | 8th December, Noon.  |

This Steamship is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to— BUTTERFIELD &amp; SWIRE

Telephone Central No. 33. (JOHN SWIRE &amp; SONS, LTD.) Agents.

# DODWELL & CO., LIMITED

## NEW YORK BERTH

For NEW YORK &amp; BOSTON via SUEZ

S.S. "MUNCASTER CASTLE" sailing on or about 15th Dec.

## LLOYD TRIESTINO.

TAKING CARGO FOR GENOA, NAPLES, VENICE, TRIESTE AND ALL ITALIAN PORTS. ALSO CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been re-opened for Traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.

REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £86.

## FOR SHANGHAI YOKOHAMA & KOBE.

S.S. "DUCHESSA D'AOSTA" sailing on or about end of Nov.  
 S.S. "PERSIA" sailing on or about end of Dec.

## FOR BRINDISI, VENICE & TRIESTE

Via SINGAPORE, PENANG &amp; COLOMBO.

S.S. "FIUME" sailing on or about Early Dec.  
 S.S. "DUCHESSA D'AOSTA" sailing on or about Early Jan.

## NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

S.S. "UMZINTO" sailing from Calcutta on or about 1st Dec.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

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OPERATING U.S. GOVERNMENT SHIPS.

## EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE

U.S.S. "West Ivan" leaving Hongkong 23rd Nov.

[Leave Hongkong 25th Nov.]

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY

SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF

LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO SINGAPORE.

U.S.S. "West Prospect" leaving Hongkong 30th Nov.

[Leave Hongkong 1st Dec.]

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

TO MANILA AND P.I. PORTS.

U.S.S. "West Mahwah" leaving Hongkong 2nd Dec.

[Leave Hongkong 14th Dec.]

For Full Information Apply to

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INDO-CHINA-STRAITS &amp; JAVA.

1st floor, Queen's Building, Phone Central No. 3006.

(H. E. CASE, Gen. Agent)

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